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SATURDAY, OCTOBER 28, 1939.



A TYPICAL SCENE OF LONDON IN MARTIAL GUISE: TROOPS MARCHING OVER WESTMINSTER BRIDGE, THE HOUSES OF PARLIAMENT PICTURESQUELY VEILED IN THE MORNING MIST.

London quickly adopted a full wartime guise, and uniforms, on both men and women, now throng the streets. The ubiquitous sandbag, and the notices pointing the way to air-raid shelters also lend their warlike touch. Such sights as long lines of troops marching through the streets are, too, increasingly often to be

seen—our picture shows them crossing Parliament Square to Westminster Bridge. One striking feature of the scene above is the little group of children—not that children have entirely disappeared from the metropolis; but when they are to be seen, they are much more noticeable than formerly. (Keystone.)



By ARTHUR BRYANT.

JUST before the war broke out, or just after—I have forgotten which—I read an article in a newspaper about a man living within ten miles of Charing Cross who, though seventy-four years of age and in full possession of his faculties, admitted to knowing nothing whatever about Hitler. His astounding ignorance on this point had come to light as the result of the local authorities' well-meaning attempts to provide him with a gas-mask. A believer in rendering to Caesar the things that are Caesar's, he had politely accepted one and had even walked to the village hall to be fitted. But when he returned to his wooden hut, he told an enquiring pressman that, though he had occasionally heard his neighbours speak of Hitler, he had no idea who he was, what he did, or even where he lived. As for the crisis and the war, he had heard nothing of them whatever. He was too poor to possess a wireless, or to buy a paper. The only book he ever read was the Bible. The only crisis of which he had been aware was a fire in his hut a few weeks before.

The confession of this wise and honest old-man seemed to me sufficiently remarkable to deserve commemoration. There can be very few people in England who would or could have made a similar one. Yet I very much doubt whether more than a tiny fraction of the docile millions who read the daily paper instead of the Bible, and are thereby informed, as they think, about the affairs of the great world, really know any more about it than the old hermit in his wooden hut. The only real difference between them and him (apart from what he may have gained from his regular study of the Bible) is that he is aware of his own ignorance and they are not. For is the man in the street, for all his acquaintance with the latest news and the political commentary provided by his favourite journal, in possession of any information about current events outside his immediate cognisance that an historian living in, say, a hundred years' time, would be likely to pronounce as accurate, balanced or unbiased? And if so, is his "knowledge" of the slightest value to himself or anyone else?

This is an important question, because a good deal depends on it. For it is an assumption of modern government, certainly in a democratic country, that the general and popular view engendered by the dissemination of selected newspaper "facts" and opinions is the one that should always prevail in deciding issues of national policy, however momentous. Thus in 1919, after the then Prime Minister had declared that Great Britain did not intend to annex a single inch of enemy soil, the popular will, as expressed in a General Election and as a result of a

highly coloured newspaper campaign, resulted in the Treaty of Versailles. So that every human life now sacrificed and every ounce of human effort now spent in this war is to some extent the consequence of the tragic supposition that those who do not know the true facts can decide rightly the issues which depend on those facts. Nor have there been wanting later instances, some even within the last year, when a popular belief that facts were other than they really were may well have had a disastrous effect on the course of events and have contributed, perhaps more largely than any of us yet realise, to the present tragic plight of Europe. A world composed of honest political agnostics like our old friend in the wooden hut might be a safer and happier one, after all.

The truth is that knowledge, like everything else worth having in life, begins at home. The idea that it can be founded on a vast miscellany of information acquired at second hand about subjects which none of us has either the time or opportunity to master in person is the chief fault at present vitiating our

been before. To avert its fatal consequences we do not want to fall into the opposite extreme of the totalitarians and to confuse the errors arising from the abuse of democracy with democracy itself. That would indeed be to jump from the frying-pan into the fire. Nor is it possible, in order to preserve democracy, to give to every man the kind of knowledge possessed by a lifelong student of international affairs. The human capacity for comprehension is limited: few men can master much more than the craft by which they live; many in these days do not have the chance to master even that. But what we want to ensure is that our democracy should be educated to distinguish between the affairs of which it does know something and those of which it knows nothing, and to leave the direction of the latter to those properly qualified. At present even the most optimistic could scarcely contend that it was able to make this distinction. And this inability is quite as marked in the products of Eton and Harrow as in those of the board school. There are as many people to be heard talking nonsense in Pall Mall clubs and Mayfair cocktail-parties about matters of which they

know nothing as in dockside pubs and in trams. In fact, as often as not there are a great many more.

The root of the evil—and it is sapping our whole civilisation—lies in our system of education. We are producing men and women without a sense of humility, and supplying them with the mechanical means of acquiring ceaseless information without the balance and judgment to sift and assess such information. The exponents of the old classical ideal of education, for all their shortcomings and their obstinate adherence to the letter rather than the spirit of their lore, were right. The business of education is not to fill but to train the

mind. And the best training for the mind is to accustom it to the best, so that it is able to recognise shoddy when it sees it and to refrain from mistaking falsehood for truth. A proper humility, based on a frank and unashamed recognition of one's own limitations, is an indispensable requisite before a man can claim to be educated. Perhaps the truth of this is best seen by reversing my proposition. A University don might be very clever and well educated, without ever having had time to learn anything about the interior working of the internal-combustion engine. If, stranded in a broken-down car, he sent for an expert to find the fault and adjust it, he would be acting like a sensible and educated man. But if, presuming on his own omniscience, he proceeded to dismantle the magneto on his own, he would be acting—for all his knowledge of Greek verbs—like a fool. And he would suffer for it, and rightly.



GERMAN PROPAGANDA DIRECTED TO SPLITTING THE WESTERN ALLIES: A NAZI ANNOUNCEMENT ON THE RIGHT BANK OF THE RHINE TO FRENCH TROOPS GUARDING THE LEFT BANK, ANNOUNCING "WE WILL ONLY REPLY TO AN ATTACK BY YOU."

This illustration is typical of the somewhat naïve propaganda efforts of the Germans directed against the French troops in the line. On another occasion, some weeks before the outbreak of war, German soldiers stationed on the Rhine nailed up a huge flag opposite a French military encampment, bearing the now discredited legend: "Ein Volk, Ein Reich, Ein Führer," to which the *poilus* responded by painting in huge capitals: "Liberté—Égalité—Fraternité." While Hitler was accomplishing the premeditated murder of Poland, the announcement—in French, this time—seen in the above illustration was freely displayed; to which the vigilant troops opposite riposted by quoting appropriate passages about Germany's intended annihilation of France, from "Mein Kampf." Finally the Germans tried broadcasting passages from Hitler's peace speech at the last meeting of the Reichstag, by means of huge loud-speakers.

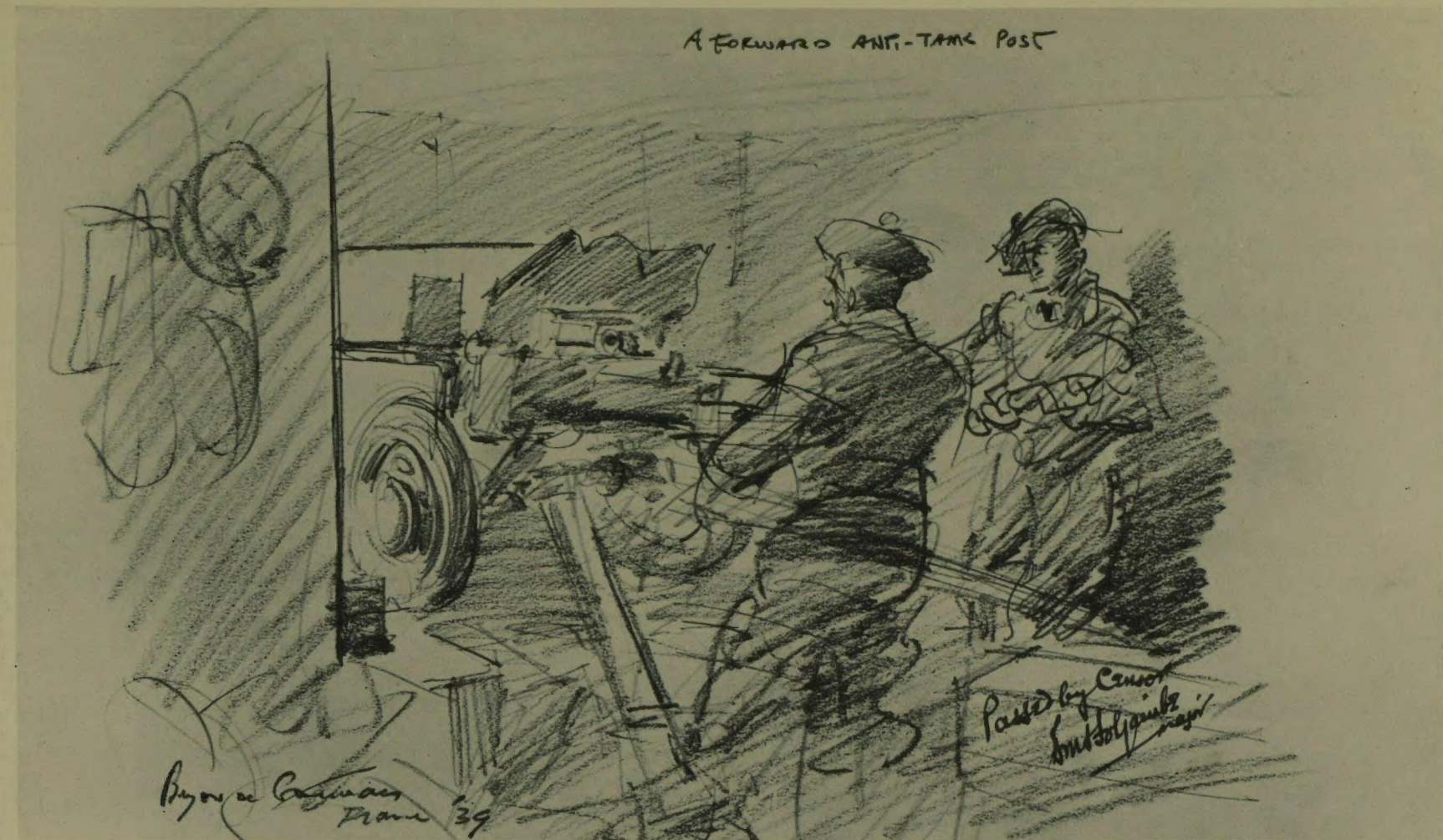
So ribald were the replies to this overture that the Nazis now appear to be maintaining a hurt silence!

modern and otherwise admirable systems both of popular education and democracy. The most important knowledge in life is the knowledge of what one knows and what one does not. Thanks to the blindness of our spiritual leaders and the still blinder anarchy of our social system, there is not one man in a hundred in our so-called educated democracy who to-day possesses that knowledge. Yet without it, majority decision on questions of which the majority has no first-hand or accurate knowledge can only end in disaster. Occasionally, by accident, such uninformed majority decision may be right. More often it is bound to be wrong.

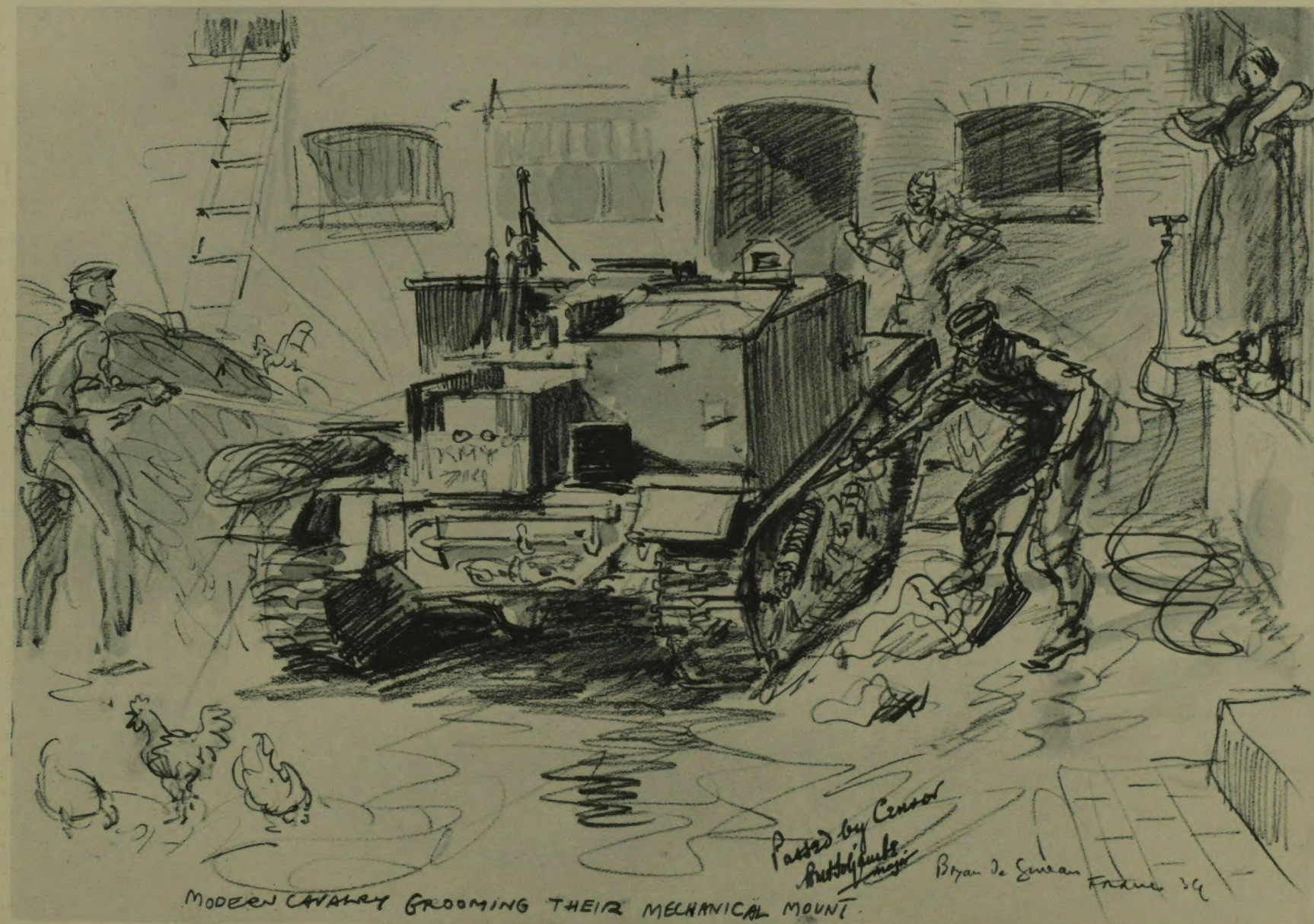
It is a tragic irony that this false conception should be dooming *homo sapiens* to suffering and extinction, as Mr. Wells justly says, at the very moment when, by his intellectual triumphs, he has made the potentialities of life so infinitely fuller than they have ever

THE FIRST DRAWINGS FROM OUR SPECIAL CORRESPONDENT AT THE FRONT.

SPECIALY DRAWN BY "THE ILLUSTRATED LONDON NEWS" WAR CORRESPONDENT AT THE FRONT, CAPTAIN BRYAN DE GRINEAU.



"A FORWARD ANTI-TANK POST" MANNED BY A UNIT OF THE 30,000 BRITISH TROOPS NOW FACING THE SIEGFRIED LINE, ALONGSIDE 32 DIVISIONS OF THE FRENCH ARMY: SPECIALY DRAWN BY "THE ILLUSTRATED LONDON NEWS" WAR CORRESPONDENT IN FRANCE, CAPTAIN BRYAN DE GRINEAU.



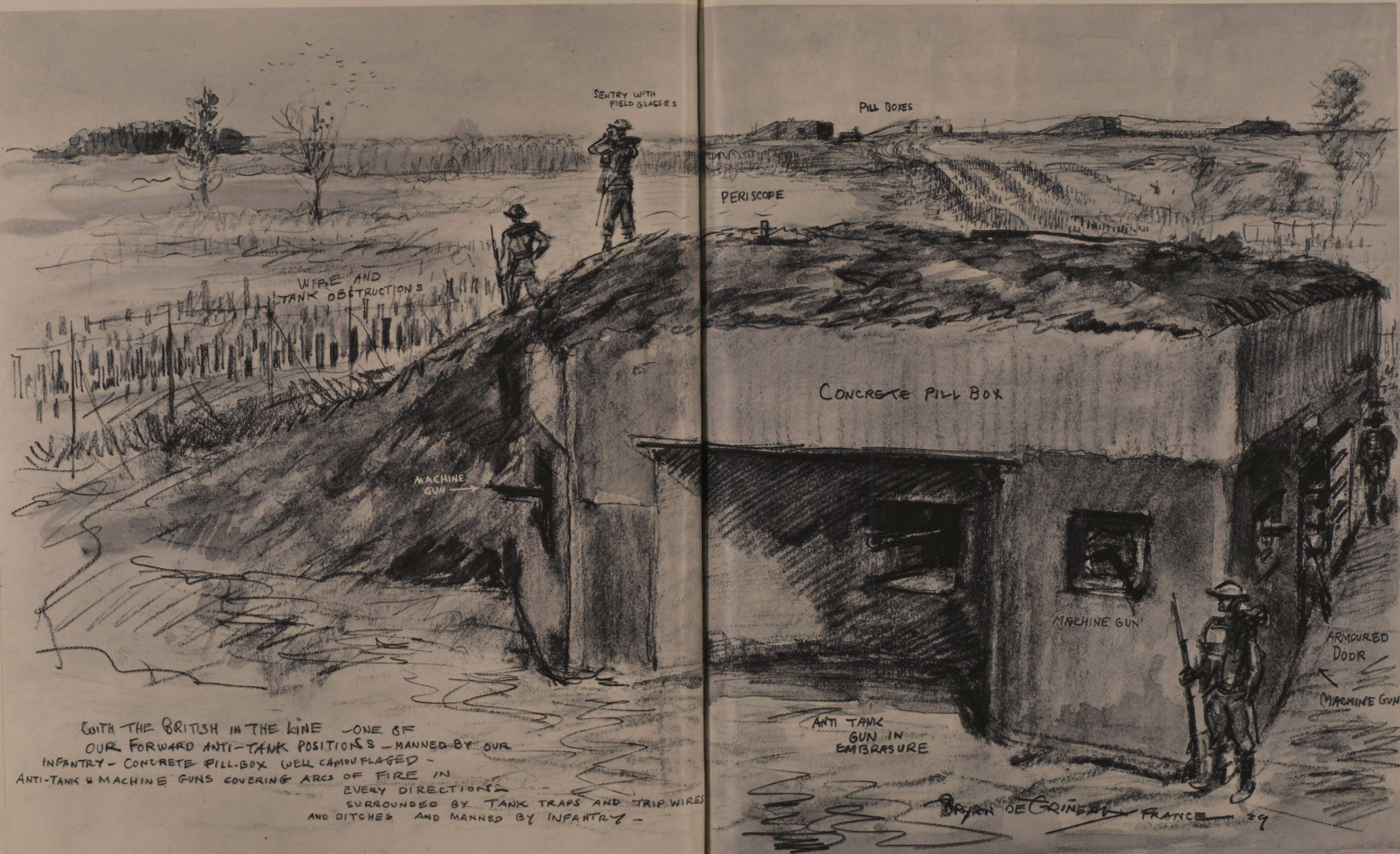
"MODERN CAVALRY GROOMING THEIR MECHANICAL MOUNT"—WITH THE FRENCH HOUSEWIFE, IN CLOGS, LOOKING ON, AND THE INEVITABLE FOWLS IN THE FARMYARD: A DRAWING TYPICAL OF THE HIGHLY MECHANISED ARMY WHICH HAS GONE TO FRANCE.

The news published in Paris on October 19 that an advance guard of thirty thousand British troops was facing the Siegfried Line alongside 32 divisions of the French Army aroused considerable enthusiasm in France, where the fact that "Tommy" was now sharing the same dangers as "Jean" and "Jacques" so

soon after his arrival consolidated our Allies' satisfaction with the previous news that 158,000 men, with 25,000 army vehicles, had arrived on French soil. These drawings are the first to reach us from Our Special War Correspondent, Captain Bryan de Grineau, another of whose graphic sketches appears on the succeeding double-page.

THE FIRST PICTORIAL RECORD OF THE BRITISH FORCE IN THE LINE: MANNING A FORWARD CONCRETE PILL-BOX SYSTEM.

DRAWN BY CAPTAIN BRYAN DE GRINEAU, OFFICIAL ARTIST ON THE WESTERN FRONT.



WITH THE BRITISH IN THE LINE ONE OF OUR FORWARD ANTI-TANK POSITIONS—MANNED BY OUR INFANTRY—CONCRETE PILL-BOX WELL CAMOUFLAGED—ANTI-TANK & MACHINE GUNS COVERING ARCS OF FIRE IN EVERY DIRECTION—SURROUNDED BY TANK TRAPS AND TRIP WIRES AND DITCHES AND MANNED BY INFANTRY—

"EXPOSED TO THE SAME DANGERS AND TAKING SIMILAR RISKS" AS THEIR FRENCH COMRADES: A DRAWING MADE WITH THE BRITISH IN THE LINE—SHOWING A WELL-DEFENDED FORWARD POSITION, MANNED BY OUR INFANTRY, WITH ANTI-TANK AND MACHINE-GUNS COVERING WIDE ARCS OF FIRE.

In sending us this vivid impressionistic sketch of the British Army on the Western Front the artist, Captain Bryan de Grineau, who, as announced in our issue of Oct. 14, has been appointed the officially accredited War Correspondent of "The Illustrated London News" with the B.E.F., states that it is the first drawing made in the present war by an artist with the British Force in the Field. Quite apart from its context, it is, therefore, an illustration of historic interest. It shows a part of that sector of the front

which, as revealed on Oct. 20, has now been taken over from the French Army by the first front-line contingent of 30,000 British troops. Two other graphic black-and-white studies from the same hand will be found on the previous page. The scene depicted here is entitled "With the British in the Line" at one of our forward anti-tank positions—a concrete pill-box well camouflaged and bristling with anti-tank and machine-guns covering wide arcs of fire in every direction: surrounded by tank traps and trip wires—clearly

shown in the drawing—and ditches, and manned by a unit of British infantry, the leader of whom is seen gazing through field-glasses in the direction of the German outposts and the Siegfried Line. Other concrete pill-boxes of equally formidable dimensions and armament may be observed in close proximity one with the other on the skyline. The essential periscope, for observing the approach of the enemy across open country, protrudes a short distance above the camouflage on the roof of the fortification,

the depth and density of whose walls are revealed in the forefront of the drawing. Here one of the anti-tank guns is shown in position in a gun-embayment. From this pictorial representation of a small section of the front-line held by the Allied forces, extending from Luxemburg to Switzerland, a reassuring belief is to be gained in the immense strength of the French fortifications, these seemingly impregnable pill-boxes being but the distant outposts of a far more formidable and deadly system.

HOW THE ENORMOUS "TIN-HAT" REQUIREMENTS OF A.R.P. AND THE SERVICES ARE MET.



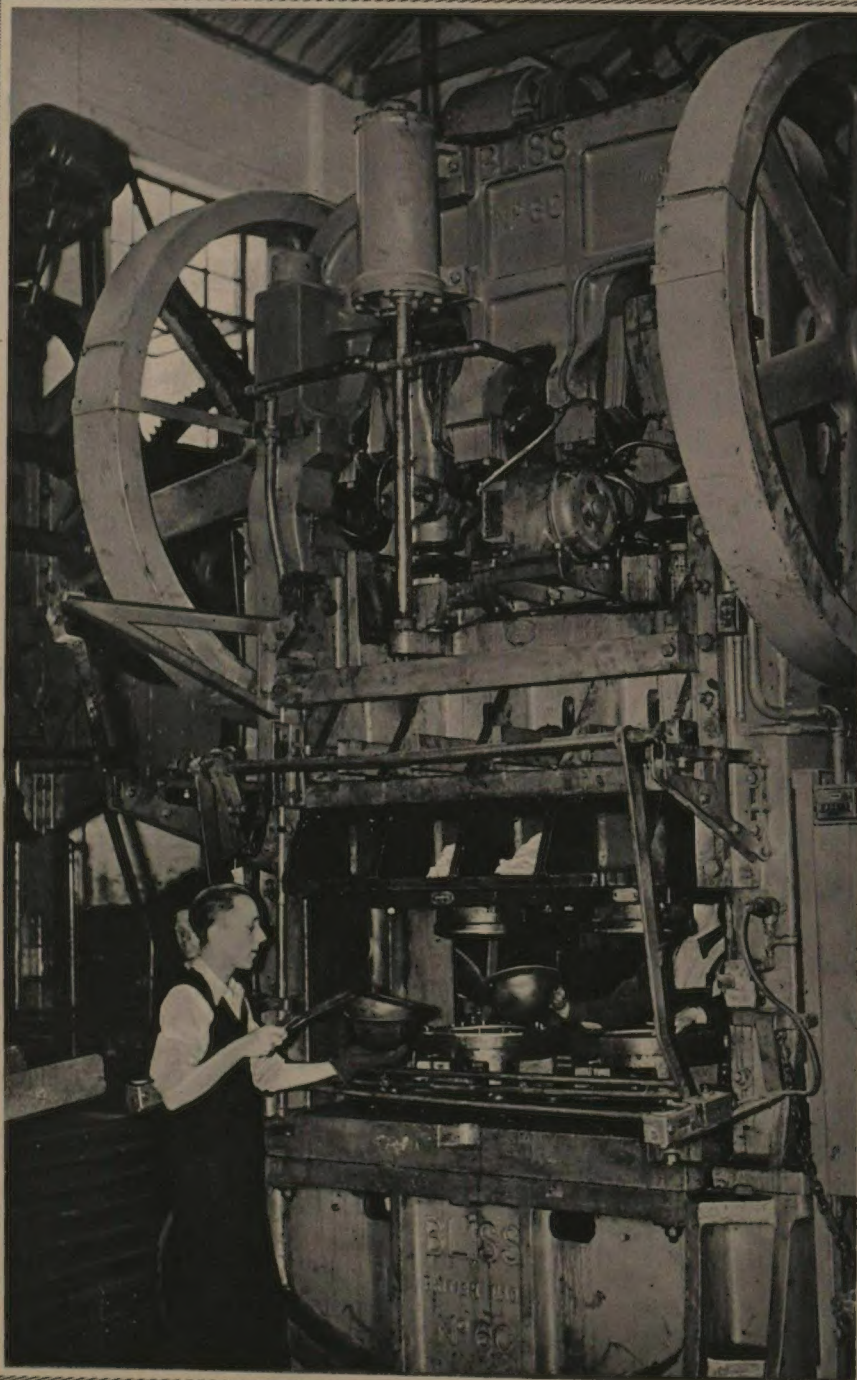
THE BEGINNING OF A "TIN-HAT"—LOADING STEEL BLANKS ON THE TRACK RUNNING FROM THE STORE TO THE PRESS-ROOM.

THE helmets whose production we illustrate on these pages are made of special non-magnetic manganese steel. Sample specimens of the steel sheets are made into helmets, which are tested by Government officials before the rest of the steel is released for production purposes. The first operation in the press-room is the forming of

(Continued below.)



HELMETS ARE SHAPED BY POWERFUL PRESSES, AND SURPLUS METAL REMOVED. EACH SHEET MAKES ONE HELMET.



THE FIRST PRESS OPERATION, IN WHICH THE STEEL BODY OF THE HELMET IS SHAPED—THE HELMET IS NEXT TRIMMED AND THE RIM ADDED.



THE PRELIMINARY FITTING OF THE NON-MAGNETIC RIMS, MADE OF STAINLESS STEEL, AND RESEMBLING ORDINARY WIRE HOOPS AT THIS STAGE.



THE LAST STAGE OF THE MAKING OF STEEL HELMETS: BOLTING IN THE LEATHER LININGS AND FITTING THE CHIN-STRAPS.

the body of the helmet; followed by the trimming and piercing operations in which the scrap metal is then cut away. The stainless steel rim is welded in position and clinched home by a press-clinching operation. Before the helmets proceed to the paint shop they are carefully examined by Government inspectors. Paint is sprayed on the inside and the outside of the helmets; then they are passed on

(Continued above on right.)

MASS PRODUCTION—FROM STEEL BLANKS TO PAINTED AND LINED HELMETS.



conveyors through drying ovens. After the drying, the linings are bolted into position and the chin-straps attached. The helmets are weighed, examined and stamped by Government inspectors a second time and finally despatched to the official and secret firing tests made under Government supervision. This series of photographs illustrating

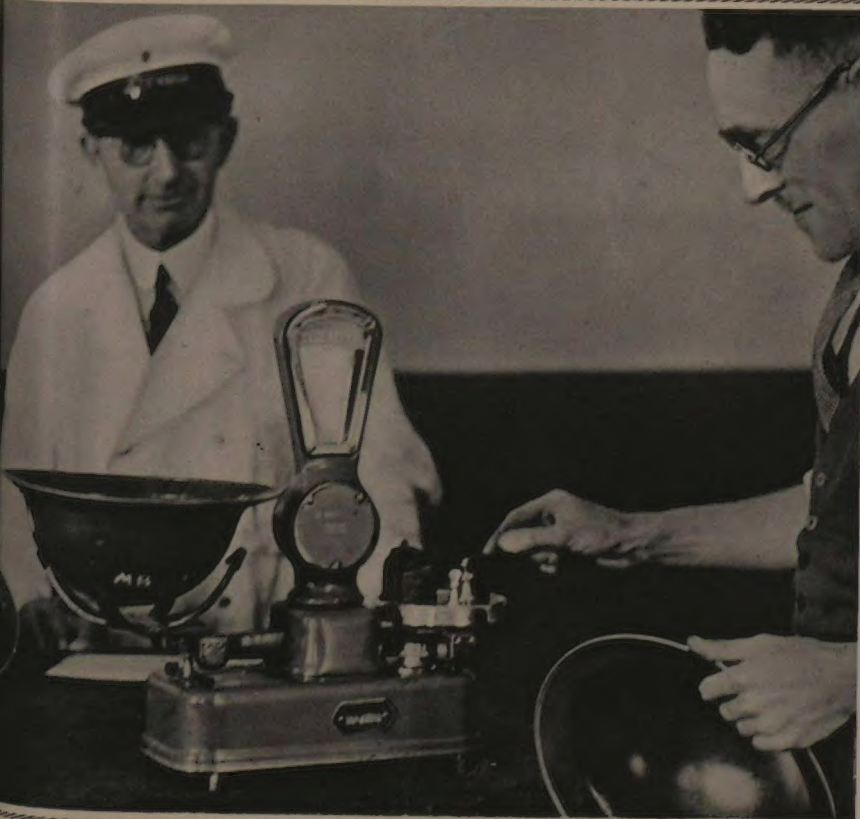
(Continued below.)



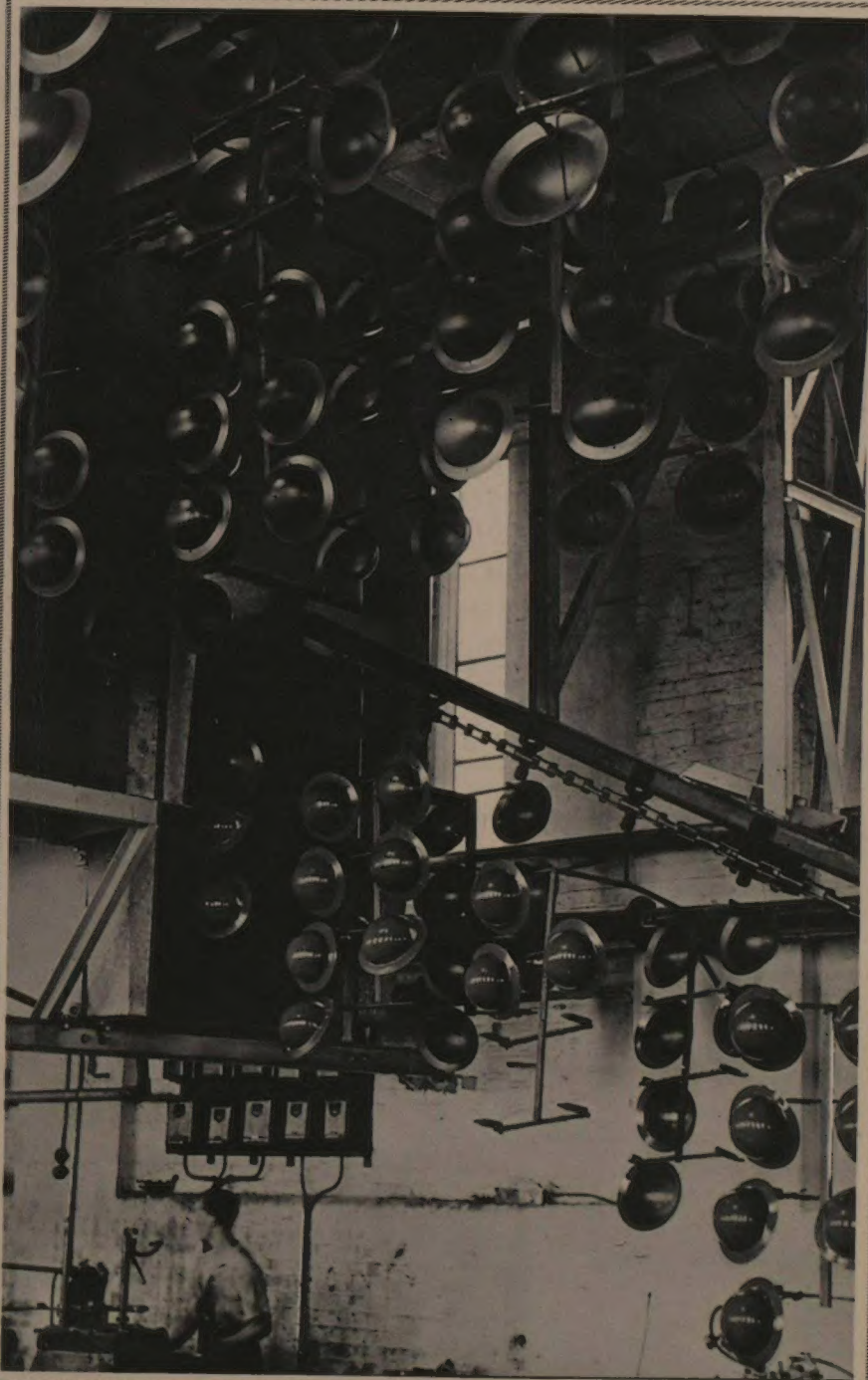
THE BLANK STEEL SHEET COMPARED WITH THE COMPLETED HELMET, WITH LINING AND CHIN-STRAP, MADE FROM IT.



AFTER THE RIMS HAVE BEEN WELDED IN RAPID SERIES, THE HELMETS PASS ON TO THE RIM-CLINCHING OPERATION.



ILLUSTRATING THE ACCURACY WITH WHICH "TIN-HATS" ARE MADE: WEIGHING THE HELMETS—EACH HAVING TO WEIGH EXACTLY THE SAME.



WET PAINT AND DRY: HELMETS ON CONVEYORS PASSING THROUGH DRYING OVENS AFTER BEING SPRAYED WITH PAINT.

the mass production of "tin-hats" was made in a factory employing some 300 men, the helmets being intended for the Services and A.R.P. workers (the helmets provide excellent protection from the falling shrapnel and shell-fragments which are likely to be the worst trial of A.R.P. workers). So far, some 50,000 helmets are being turned out a week, but production is now to be doubled. *(Pictorial Press Photos.)*

THE GREAT RED ENIGMA.

"STALIN: A CRITICAL SURVEY OF BOLSHEVISM": By BORIS SOUVARINE.*

An Appreciation by SIR JOHN SQUIRE.

I CANNOT even guess how many books about Russia have been published in England during the last twenty years; I must myself have read scores, from the little silly books of holiday-makers knowing no Russian, and all going to the same places, to elaborate tomes professing to give a panorama of all that lurid Revolution. Up to the present, I should have said that the best I had come across was Mr. Eugene Lyons' "Assignment in Utopia," which recorded things seen and heard in Moscow during a period of several years by a young man who went there as an enthusiast for that Brave New World, and gradually lost his enthusiasm. That was one man's evidence about his personal experience. There has now appeared an enormous historical survey built upon documents of which Mr. Lyons himself says: "Souvarine's biography of Stalin is an amazing achievement—as scholarship, as writing, as penetrating understanding. One can safely prophesy that it will be the classical biography. It's more than the story of an extraordinary revolutionary figure; it's the summary of an epoch. Everything in the fantastic news out of Russia these last years that seems incredible and lunatic, suddenly falls into its proper place and begins to make sense. No one who hasn't read Souvarine carefully, it seems to me, has any moral right to discuss Russian affairs." I agree with all that. It is a really masterly book, and perfectly translated by Mr. C. R. L. James. But though Stalin, as the story goes on, gradually dominates the book, it is not mainly a biography of Stalin (of whose inner mind the author knows no more than the rest of us), but a history of Bolshevism and of what Bolshevism has done to Russia.

There are nearly seven hundred closely-printed pages of it. To outline its contents, and the events which it describes, would necessitate an essay of Macaulay's old, leisurely length; I cannot adequately summarise here, I can only recommend. And I recommend with sadness; for it is quite certain that most people, however willing to express opinions about Russia, will not be at the pains to read this illuminating but enormous book. Stalin, the son of a peasant cobbler in Georgia, was born in 1879, and spent part of his youth at a seminary for prospective priests. In his early revolutionary days his rôle was that of an "expropriator": in other words, a robber of banks and post-offices who did not mind killing civilians with bombs in the course of his "expropriations." It is odd to what lengths theory will carry men; the respectable Krassin, later Ambassador here, was at that time a transmitter of explosives and manufacturer of forged notes; while our old friend Litvinov was arrested in Paris and found to have large quantities of stolen money on him. It is odd, also, that later on these same men were at the head of a system under which a starving peasant might be exiled or executed for "stealing" a few ears of corn grown by himself. But long before one has reached the end of this book, one has ceased to expect consistency from any of the people in it. It is difficult to realise that when the Bolsheviks seized power, two of their chief promises were that the peasants should be given the land and that the death penalty should be abolished.

The author, with consummate skill, disentangles the extraordinary confusion of theories, policies, and ambitions which his shifting scene presents, and he handles his swarm of characters like a novelist. Lenin grows to immense stature and dies; Trotsky seems likely to dominate the stage, but fades away beaten; group after group comes into prominence and then sinks. As the narrative proceeds through phase after phase, the sky darkens, and gradually the lonely figure of Stalin begins to become

dominant, because it is the only one which remains. The once obscure Secretary of the Communist Party squeezes out rival after rival, staffs the party with his minions, becomes the party, and ultimately, with a series of mass executions, gets rid of the last of the Old Guard, and almost everybody else of note in the State. Everything he does is improvised; there is no course he will not adopt if it suits him at the moment; but whatever he does is

sense and humanity. Could his ghost return now, and see his mummy worshipped in the Red Square, the knout restored, the Arctic crowded with prisoners, and a dictatorship, not of the proletariat, but of a Tsar more ruthless than Ivan the Terrible, all powerful, even he, fanatically dogmatic though he was, might well wonder whether his work for humanity was quite as well directed as he thought it was.

This is an historical work. But the fate of Russia affects us all, and, with the world at war, and all we care for and hope for necessarily affected to some extent by what Russia may do and can do, we should hardly be human if we did not peer into the author's pages for some light upon the matter of Russia's present power. I may quote two paragraphs which give an indication of what the author would say, if pressed on the point: "It is easy for a State which monopolises armaments, along with everything else, to break strikes, and to crush peasant revolts, distributed over an immense area. The hesitant military intervention of the Allies after Brest-Litovsk was only a mockery, as Lenin recognised without any pretence. But a war of long duration would demand other national and moral resources than interior repression or the first campaign of the Red Army. Neither industry nor agriculture, and still less transport, is ready in the U.S.S.R. to endure the high tension of a modern war. A report of Kaganovitch admits 62,000 railway accidents for the year 1934 alone, 7000 locomotives put out of action, 4500 trucks destroyed and more than 60,000 damaged. These figures increased in the first months of 1935, and there were 'hundreds of dead, thousands of wounded.' After, just as before, the Five Year Plan, the inhabitants had to undergo hours and hours of waiting and interminable formalities to get a needle in Moscow, or a nail in the provinces, or a little salt practically anywhere, a railway-ticket, a box of matches, a gramme of quinine. Stalin allows himself the frequent spectacle of imposing parades with defiles of tanks and aeroplanes, but he does not realise that in war-time his engines will lack oil or petrol, his artillery will lack munitions, and he will be unable to repair them as soon as they are put out of commission. He may condemn to death for culpable negligence the mechanics and drivers who have escaped from accidents, but that cannot improve the railways or the rolling-stock.

"The reports of the G.P.U. on the state of mind of the population give them no more assurance. The peasants hope for any sort of change, and are only waiting for arms to settle their arrears of accounts with their oppressors. The workers feel scarcely less aversion to the hierarchy of secretaries, in spite of all the propaganda employed to convince them of their advantageous position. The youth alone, which knows nothing of the recent past or of life in foreign countries, accepts with elation the ideology of Soviet Chauvinism, and would defend the frontiers without reservation, if not with enthusiasm. But its warlike impulses, so vigorous in expeditions without peril and without glory against the unarmed peasants, will lose vigour under cannon and machine-gun fire. The Red Army, reinforced by a partial mobilisation, would suffice for the protection of the U.S.S.R. in a conflict limited to neighbouring countries, but not in a conflagration world-wide in scope, entailing general mobilisation. Stalin is aware of this, as is proved by the pliant manoeuvres of his diplomacy, whose flexibility borders on resignation and betrays a significant anxiety."

Well, the world is full of thoughts whose fathers were probably wishes. But this author, however bitter his disappointment about the dreams which turned into nightmares, has proved himself so devoted and industrious a servant of truth as to deserve a hearing when he leaves history for conjecture.



STALIN WITH LENIN, WHOSE POLITICAL HEIR HE CLAIMS TO BE: THE TWO GREAT BOLSHEVIK LEADERS PHOTOGRAPHED AT GORKI IN 1923.



STALIN AFTER HE HAD SUCCEEDED LENIN AS VIRTUAL DICTATOR OF THE U.S.S.R., UPON THE LATTER'S DEATH IN 1924: A PHOTOGRAPH TAKEN IN 1930 SHOWING HIM BETWEEN VOROSHILOV, THE SOVIET ARMY LEADER (LEFT) AND KALININ, PRESIDENT OF THE CENTRAL EXECUTIVE COMMITTEE OF THE U.S.S.R. (Photos, Planet.)

still blared forth by his slave newspapers, orators and broadcasters as inspired and in the true tradition of Marx and Lenin. Lenin, it may be observed, seems in retrospect to be not merely a great genius, but a man of common

disappointment about the dreams which turned into nightmares, has proved himself so devoted and industrious a servant of truth as to deserve a hearing when he leaves history for conjecture.

* "Stalin: A Critical Survey of Bolshevism." By Boris Souvarine. (Secker and Warburg; 75s.)

EUROPE'S BUSY DIPLOMATS: PEOPLE IN THE NEWS AT HOME AND ABROAD.



PROF. SIR WILLIAM POPE, F.R.S.
Professor of Chemistry in the University of Cambridge since 1908. Died on October 17; aged sixty-nine. One of the most eminent figures for many years in the world of chemistry. Chairman of the Federal Council for Chemistry since 1919, when he was created K.B.E.



PROFESSOR E. H. CARR, C.B.E.
Wilson Professor of International Politics at the University College of Wales, Aberystwyth, since 1936. Appointed, it is reported, from the Foreign Office to reorganise the Foreign Publicity Department of the Ministry of Information under Foreign Office control.



COUNTESS HAIG.
Widow of late F.-M. Earl Haig. Died October 17. Before marriage was the Hon. Dorothy Vivian, second daughter of third Lord Vivian. From 1899-1905 Maid of Honour to Queen Victoria and Queen Alexandra. Devoted her last years to ex-Service men's cause.



ACTING FLIGHT-LIEUTENANT DORAN.
Awarded the Distinguished Flying Cross for his part in the R.A.F. raid on the German Naval bases, on September 4, when he pressed home a successful low attack in face of heavy fire, and under extremely bad weather conditions. This is one of the first D.F.C.s awarded.



COMMANDER R. F. JOLLY, R.N.
Commander of the British destroyer H.M.S. "Mohawk"; in the raid on the Firth of Forth, October 16. Mortally wounded as he stood on the bridge, he refused to leave his post until he had seen his ship safely moored. He then collapsed and died.



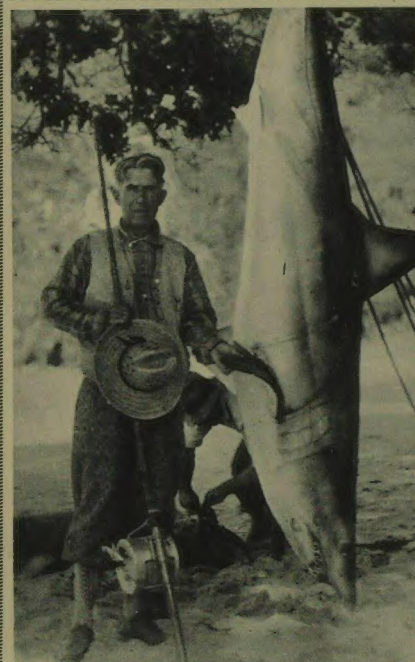
DR. REFIK SAYDAM.
Prime Minister of Turkey and the Turkish signatory to the Anglo-French Pact of Mutual Assistance with Turkey signed at Angora on October 19. Was the recipient of a personal message from Mr. Chamberlain telegraphed direct after the signing ceremony.



SIR H. M. KNATCHBULL-HUGESSEN.
British Ambassador to Turkey since 1938. Signatory for the British Government of the Anglo-French Pact with Turkey. Was Ambassador to China, where he was wounded in an air attack by Japanese planes. Entered Foreign Office, 1908. Created K.C.M.G., 1936.

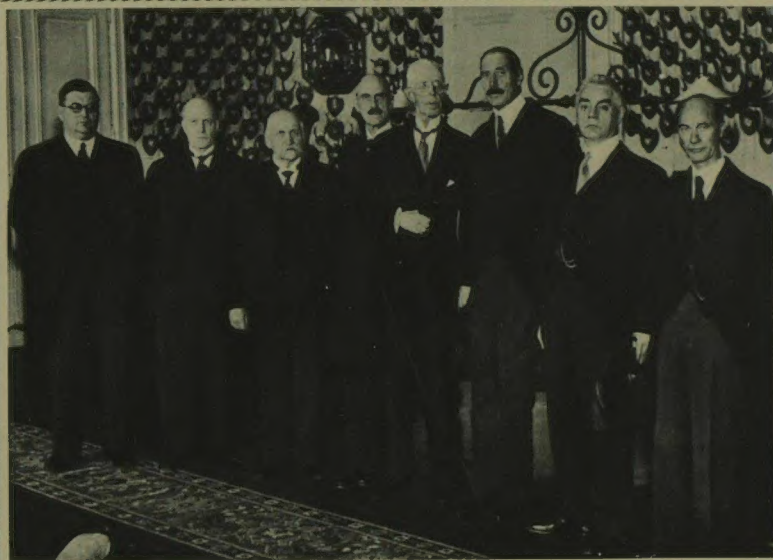


SIR NEVILLE HENDERSON.
Late British Ambassador in Berlin. His reports to the Foreign Office of his conversations with Herr Hitler, Herr Von Ribbentrop, and other Nazi leaders prior to the outbreak of war, with their astonishing revelations of the Nazi mentality, are proving best-sellers.



THE LATE ZANE GREY, "WILD-WEST" NOVELIST AND ANGLER.

The famous American novelist of the "Wild West" and writer on angling. Died on October 23, aged sixty-four. Before becoming a novelist, Zane Grey followed a legal career in New York. Was an expert angler, as appears above.



A MEETING WHICH DEMONSTRATED SCANDINAVIA'S DETERMINATION TO DEFEND ITS NEUTRALITY: NORDIC KINGS AND STATESMEN AT STOCKHOLM.

This photograph was taken during the recent meeting at Stockholm of the Kings of Norway, Sweden and Denmark and the President of Finland which expressed the firm resolution of the four Nordic States to maintain their neutrality. L. to r. are seen the Finnish and Danish Foreign Ministers, President Kallio, King Haakon, the Kings of Sweden and Denmark, and the Norwegian and Swedish Foreign Ministers.



THE "GEORGE WASHINGTON" OF FINLAND: FIELD-MARSHAL MANNERHEIM.

Field-Marshal Mannerheim, Finland's Commander-in-Chief, is seen here reading a patriotic proclamation at Helsinki. Field-Marshal Mannerheim's work in liberating Finland earned him the sobriquet of the Finnish "George Washington."



THE RETURN OF FINLAND'S SPECIAL DELEGATE TO MOSCOW: DR. AND MADAME PAASIKIVI (RIGHT) WELCOMED AT HELSINKI BY THE FINNISH PREMIER.

Finland's special delegate to Moscow on the Soviet's "economic and political" proposals returned to Helsinki from Russia on October 16 with his wife. Over 2000 people gathered at the station to welcome Dr. Paasikivi, including those seen in this photograph: (l. to r.) the Speaker, M. Hakila, and the Prime Minister, M. Cajander. The Finnish delegation returned to Moscow again on October 23.



A SOUTH AFRICAN CABINET MINISTER IN LONDON FOR CONSULTATION WITH THE WAR CABINET: COLONEL DENEYS REITZ SHAKING HANDS WITH MR. EDEN.

Colonel Deneys Reitz, Minister for Native Affairs in the Union of South Africa, arrived on October 20 at Waterloo Station, where he was welcomed on behalf of the British Government by Mr. Anthony Eden, Secretary of State for Dominion Affairs, and the Duke of Devonshire. Colonel Reitz is the first of the Dominions' Cabinet Ministers who are to confer with the War Cabinet on the co-ordination of Empire resources, to reach this country.

TURKISH SAILORS OF TO-MORROW: CADETS UNDERGOING TRAINING AT THE NEW NAVAL COLLEGE NEAR ISTANBUL.



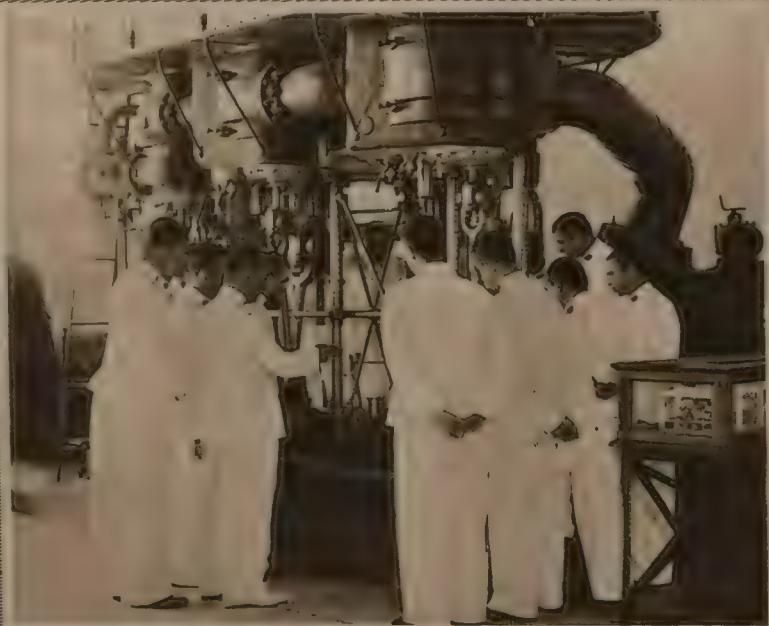
A YOUNG TURKISH SAILOR OF TO-MORROW: ONE OF THE CADETS AT THE NEW NAVAL WAR COLLEGE ON HEYBELIADA ISLAND, NEAR ISTANBUL, KNOWN AS "DENİZ HARPOKULU," SOUNDING THE ROLL-CALL.



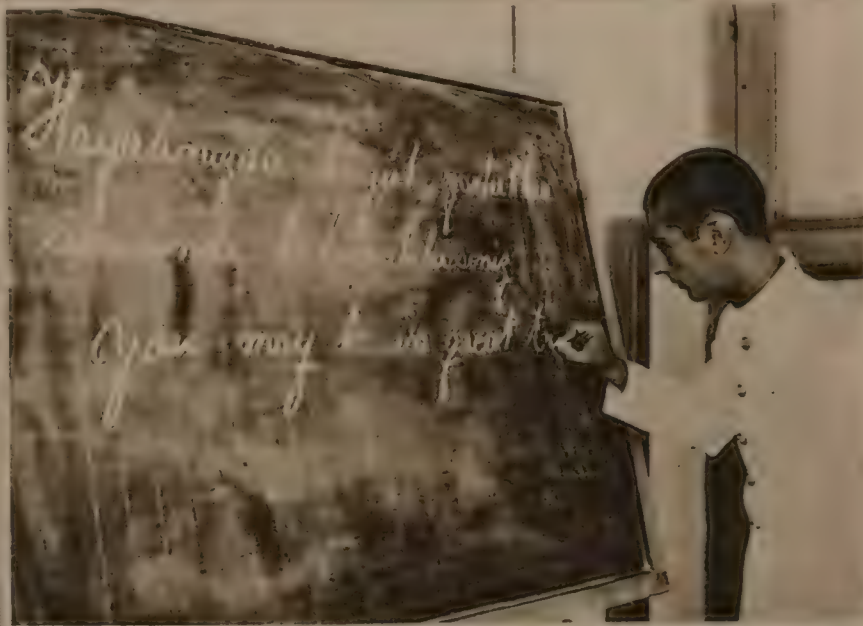
MORNING DRILL AT THE COLLEGE; THE TRAINING OF CADETS IS UNDER THE CHARGE OF A FORMER CHIEF OF STAFF, CAPTAIN DEVELILIAĞLU.



THE MAGNIFICENT PHYSIQUE OF THE YOUNG TURKISH CADETS, DEVELOPED AND MAINTAINED BY SCIENTIFIC EXERCISE, CARRIED OUT AS HERE IN CLOTHING DESIGNED FOR THE MAXIMUM BENEFIT OF THE SUN; AND BY SWIMMING AND ROWING.



AN UNDERSTANDING OF THE MODERN NAVAL MACHINERY BEING ATTAINED BY MEANS OF PRACTICAL INSTRUCTION ON THE FULL-SIZED WARSHIP'S ENGINES ERECTED IN THE COLLEGE.



THE VARIED CURRICULUM INCLUDES THE STUDY OF ENGLISH—THINGS BRITISH RECEIVING AMPLE INTEREST AND ENTHUSIASM AT THE COLLEGE, AS IS APPARENT FROM THE LOWER PICTURE ON THE OPPOSITE PAGE.

In view of the pact of mutual assistance between Britain, France, and Turkey, these photographs of young Turks training at the Naval War College on Heybeliada Island, near Istanbul, are of particular interest. The new college is known as "Deniz Harp Okulu," and is under the charge of a former Chief of Staff of the

Turkish Fleet, Captain Ruhi Develiliaglu. The naval officers in charge of the students obtained most of their training with the British Navy, being either educated at English naval colleges or aboard English warships. Boys from the poorer families are educated at the expense of the State; the training of the sons

[Continued opposite.]

THE DARTMOUTH OF TURKEY: SCENES AT "DENIZ HARP OKULU."



TRAINING FOR ALL POSSIBLE EVENTUALITIES, INCLUDING OPERATIONS WITH LANDING-PARTIES: BAYONET DRILL AT THE NEW NAVAL COLLEGE IN TURKEY, "DENIZ HARP OKULU," ON HEYBELIADA ISLAND, NEAR ISTANBUL.



LEARNING THE FACTS ABOUT A MODERN DESTROYER—FROM AN ENGLISH MODEL ENCLOSED IN A GLASS CASE. THE INSTRUCTING OFFICERS OBTAINED MOST OF THEIR TRAINING IN ENGLISH NAVAL COLLEGES OR ABOARD BRITISH WARSHIPS.

Continued.

of the well-to-do is paid for by the parents. The commencing age for training is fourteen years. As appears in our photographs, the curriculum is varied—including bayonet practice as well as a training in how naval engines work. The study of English, too, appears in the curriculum. Turkey's naval tradition began

with Mohammed the Conqueror (1451-1481); and she became a first-rate naval Power in the reign of Soliman the Magnificent (1520-1566). In later years, despite her lengthy coastline, Turkey concentrated on her Army; recently, however, she determined to build up a sea force strong enough to defend her coasts. (Photos. by Keystone.)

CURRENT EVENTS RECORDED BY CAMERA:

THE "THETIS" BREAKS SURFACE; MIDLAND FLOODINGS;
AND THE NEW MILITIA CONTINGENT.

A STRETCH OF THE GRAND UNION CANAL EMPTYING THROUGH A BURST AT WEEDON, NORTHANTS, DURING THE RECENT FLOODING OF THOUSANDS OF ACRES IN THE MIDLANDS.

Thousands of acres in North Bucks and South Northants were flooded on October 18, after a day of rain, followed by a severe thunderstorm. The Rivers Ouse, Tove and Ousel flooded, as did the Grand Union Canal, which at times runs parallel with the Ousel and the Ouse. Northern expresses were temporarily held up; bridges were swept away; and villages cut off. At Rugby, the water supply was cut off for several hours, and a waterworks attendant was drowned. (L.N.A.)



THE "THETIS" AT LAST ON THE SURFACE, SHORTLY BEFORE BEING BEACHED—SHOWING HER BOW TORPEDO-VENTS, THROUGH ONE OF WHICH THE WATER ENTERED.

On October 23 the "Thetis" rose to the surface—the first time since part of her stern was uncovered by the falling tide soon after her loss on June 1. Later she was beached on the Anglesey coast, the next stage being to tow her to dry dock. Her outer structure is not seriously damaged. Her periscope was bent when caught in a gale by a rescue ship; the bridge on the starboard side is twisted. (A.P.)



LONDON MOTHERS GREET THEIR EVACUATED CHILDREN DURING A SPECIAL OUTING TO SAFFRON WALDEN.

On Sunday, October 22, nearly 1000 London parents from Tottenham went by coach to see their evacuated children at Saffron Walden, Essex, and above we show a joyful scene of reunion. The party—invited by the Mayor, who, with the deputy-Mayor and Tottenham's two M.P.s, also went to Essex—were met by Saffron Walden's brass band. Later a meeting was held to discuss problems of evacuation and billeting. (For.)



THE FRENCH CRUISER-MINELAYER "LA TOUR D'AUVERGNE" ABLAZE IN CASABLANCA, MOROCCO. SHE BLEW UP WITH HEAVY LOSS OF LIFE.

Above is seen the column of black smoke rising from the ten-year-old French cruiser-minelayer "La Tour d'Auvergne," which caught fire and blew up while in Casablanca, Morocco, a few weeks ago. Between 100-200 of her crew were killed. Originally the "Pluton," she was renamed on refitting for duty as a sea-going training-ship for midshipmen. Her main armament comprised four 5.5-in. guns, her value being largely as a minelayer. (Keystone.)



REALISM IN AN A.R.P. DEMONSTRATION IN SOUTH LONDON: SUCCOURING "VICTIMS" OF AN "AIR RAID."

A.R.P. practice still continues, the service becoming constantly more efficient; and here we show "victims" of an "air raid" in South London on October 21 being removed from debris by Air Raid Precautions workers. The following day London's biggest fire-fighting drill was carried out in a northern suburb, where, for the purposes of the exercise, an important factory was supposed to be ablaze after being hit by incendiary bombs. (A.P.)



THE BURIAL OF A HERO OF THE "MOHAWK": LOWERING COMMANDER JOLLY'S ASHES INTO THE GRAVE IN THE QUIET CHURCHYARD OF A KENT VILLAGE.

Commander Richard Jolly, who lost his life when he insisted on bringing the destroyer "Mohawk" to her berth, though severely wounded, during the German raid on the Firth of Forth on October 16, was later buried in the quiet country churchyard of Boughton Monchelsea, Maidstone, Kent. Our photograph shows the simple but moving scene as the late Commander's ashes were lowered into the grave. A portrait of Commander Jolly appears on page 641. (I.B.)



MEN OF THE NEW AGE GROUP (BETWEEN 20-22) WAITING TO REGISTER FOR MILITARY SERVICE AT A LONDON LABOUR EXCHANGE.

Nearly a quarter of a million men between the ages of twenty and twenty-two were registered for military service on October 21 at local offices of the Ministry of Labour; and above we show some of these odd two hundred thousand seen at a London Labour Exchange. The registration, except for unemployed, shift workers, and others who might have difficulty in attending at set hours, was carried out alphabetically at set intervals. (Central Press.)

THE KING WITH HIS TROOPS:

A ROYAL INSPECTION OF THE ARMY'S MULTIFARIOUS ACTIVITIES AND THE A.T.S.



THE KING INSPECTING MEMBERS OF THE WOMEN'S A.T.S. AT A REGIMENTAL DEPOT DURING HIS VISIT TO MILITARY TRAINING UNITS IN THE SOUTH OF ENGLAND ON OCTOBER 23. (Associated Press.)



DURING A TOUR OF THE MARRIED QUARTERS AT A REGIMENTAL DEPOT: HIS MAJESTY GREETING THE WIFE OF A SOLDIER AND HER LITTLE BOY. (A.P.)



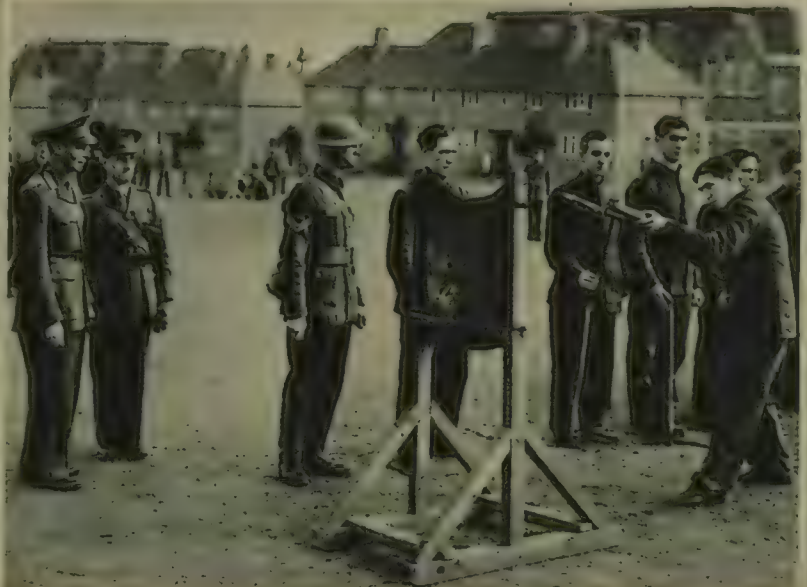
ROYAL INTEREST IN THE PERSONAL WELFARE OF THE SOLDIER: HIS MAJESTY INSPECTING MEN'S KIT. (Photopress.)



THE KING TALKING TO MRS. ARTHUR CORBETT, A COMPANY COMMANDER IN THE WOMEN'S AUXILIARY TERRITORIAL SERVICE, DURING HIS SURPRISE VISIT TO COMMAND DEPOTS IN THE SOUTH OF ENGLAND. (Keystone.)



MILITIAMEN OF THE "ARMY CLASS" WHO GAVE A MOST FINISHED PERFORMANCE, AND WHOSE RESPONSE TO ORDERS WAS WELL-NIGH AUTOMATIC: THE KING, WITH THE COMMANDING OFFICER, WATCHING A MARCH-PAST. (Keystone.)



AT A STATION WHERE HE DEVOTED ALL HIS VISIT TO WATCHING SQUADS, SECTIONS AND COMPANIES RECEIVING INSTRUCTION: HIS MAJESTY, WEARING A FIELD-MARSHAL'S UNDRRESS UNIFORM, SEES A BAYONET PRACTICE. (Planet.)

On October 23 the King, who has revealed himself since the outbreak of war the same tireless servant of his country, paid a secret visit to several barracks in the South of England, where he watched elementary and advanced training by army classes. His Majesty, who wore the undress uniform of a Field-Marshal and carried his gas-mask, was recognised by few people during his surprise tour. Although unable to spend more than a few minutes at each section, he devoted all the time available to watching the squads, sections and companies receiving

drill instruction or learning the technique of the light machine-gun, the anti-tank rifle, or the two-inch mortar. The most finished performance in arms drill was given by men of the Army Class who left civilian life in July, their response to orders being well-nigh automatic. As illustrated in the above pictures, his Majesty also inspected during the course of his tour members of the women's Auxiliary Territorial Service, who presented a very smart appearance. After seeing some recent militia recruits, he remarked: "They are certainly a fine lot of fellows."

ROYAL OCCASIONS IN WARTIME LONDON: VISITS TO EMPIRE REPRESENTATIVES; INSPECTING THE BALLOON BARRAGE.



A VISIT TO INDIA HOUSE: THEIR MAJESTIES LEAVING THE SANDBAGGED ENTRANCE OF THE HEADQUARTERS OF THE HIGH COMMISSIONER FOR INDIA IN LONDON. (A.P.)



WITH THE NEW ZEALAND HIGH COMMISSIONER AND HIS WIFE AT NEW ZEALAND HOUSE: THE KING AND QUEEN INSPECTING THE MODEL OF AN ENGINE, WITH MR. AND MRS. W. J. JORDAN. (P.N.A.)



AN OCCASION WHICH DOUBTLESS REVIVED MEMORIES OF THEIR TRIUMPHAL TOUR OF THE DOMINION LAST MAY: KING GEORGE AND QUEEN ELIZABETH LEAVING CANADA HOUSE WITH THE HIGH COMMISSIONER, MR. VINCENT MASSEY. (A.P.)



AT AUSTRALIA HOUSE, IN THE STRAND: THE KING AND QUEEN CHATTING WITH LADY MCCANN IN THE COMMITTEE-ROOM OF THE AUSTRALIAN WOMEN'S VOLUNTARY ORGANISATION DURING A RECENT INSPECTION OF WORK. (L.N.A.)



THEIR MAJESTIES, LONDON'S MOST EMINENT CITIZENS, SHOW A NATURAL INTEREST IN THE BALLOON BARRAGE WHEREBY MANY LONDON MEN ARE DIRECTLY HELPING TO PROTECT THEIR HOMES: THE QUEEN EXAMINES BALLOON FABRIC. (Central Press.)



WITH THE PULLEY OVER WHICH RUNS THE BALLOON CABLE IN THE FOREGROUND: THE KING INTERESTED IN A MODEL BARRAGE BALLOON ON THE MOORING-WINCH OF A LONDON UNIT. (Keystone.)

In the afternoon of October 19, the King and Queen, attended by Lady Hyde, Sir Alan Lascelles, and the Hon. Piers Legh, visited Canada House, where they were received by the High Commissioner for the Dominion of Canada, the Hon. Vincent Massey. Later in the same day they also visited Australia House, where they were received by the High Commissioner for the Commonwealth of Australia, the Rt. Hon. S. M. Bruce. On the following day their

Majesties visited the New Zealand Government Offices, in the Strand, where they are seen in one of our illustrations with the High Commissioner for the Dominion of New Zealand. The King and Queen then proceeded to India House, where the High Commissioner for India, Sir Firoz Khan Noon, welcomed them; and finally to South Africa House, Trafalgar Square, where they were received by the High Commissioner, Mr. Sidney Waterson.

ROYALTY AND THE RED CROSS: THE QUEEN'S PALACE SEWING-PARTY.



A BI-WEEKLY SCENE IN THE BLUE DRAWING-ROOM AT BUCKINGHAM PALACE: HER MAJESTY AT ONE OF THE WORK-TABLES ROUND WHICH MEMBERS OF THE ROYAL HOUSEHOLD MEET TO MAKE CLOTHES AND SURGICAL DRESSINGS.

Since the outbreak of war none have shown themselves more tireless and indefatigable in Britain's cause than the King and Queen. Some of their more recent self-imposed tasks, carried out by their Majesties jointly, are illustrated on another page. Here the Queen is seen working among wives of members of the staff of

her own household at Buckingham Palace. While her Majesty herself is busy sewing, other helpers at the two tables are knitting or winding wool. The contrast between the marble columns round the walls of the blue drawing-room and the plank trestle-tables is typical of wartime adaptations. (L.N.A.)

"WITH EXHAUSTS ROARING AND WIRELESS MASTS SWAYING": BRITISH MECHANISED CAVALRY ADVANCING, IN FRANCE.

DRAWN BY OUR SPECIAL WAR ARTIST ON THE WESTERN FRONT, CAPTAIN BRYAN DE GRINEAU.



IRONSIDES OF BRITAIN'S NEW MODEL ARMY THUNDERING FORWARD: A MECHANICAL CAVALRY UNIT ADVANCE, DRAWN FROM THE SQUADRON COMMANDER'S TURRET BY OUR SPECIAL WAR ARTIST ON THE WESTERN FRONT.

This striking action drawing, which has reached us, with other war drawings reproduced in this issue, from Captain Bryan de Grineau, depicts a former Hussar Regiment, now part of the mechanised British cavalry, advancing in a British sector in France. The sketch, marked by the urgent

actuality of authentic experience, having been drawn from life from the moving turret of the squadron commander's vehicle, shows a regiment of British tanks advancing over open country in inverted arrow formation, with exhausts roaring and wireless masts swaying, and throwing up great clods of

earth as they hurtle over open fields. An advance movement, such as this, by mechanised cavalry is one of the most formidable and imposing spectacles of modern warfare. The British Army, reconstructed, re-armed and reorganised on an entirely mechanised basis, has often been referred to as the "New

Model" army, in reminiscence of Cromwell's famous "New Model." That "New Model" had its "Ironsides," drilled to charge home in disciplined formations: the cavalry of the B.E.F. in 1939, thundering in open order across country in their tanks, are "Ironsides" in sober fact.

THE FIRST NAZI RAID ON BRITAIN: THE FIRTH OF FORTH ATTACK.

DRAWN BY OUR SPECIAL ARTIST G. H. DAVIS, FROM OFFICIAL DATA.



A BOMB FROM ONE OF THE ATTACKING GERMAN "DO. 17" PLANES EXPLODES ON THE WATER NEAR THE DESTROYER "MOHAWK," CAUSING 25 CASUALTIES. THE "MOHAWK" WAS STEAMING UP THE FORTH FROM THE SEA AS SHE RETURNED FROM CONVOY ESCORT.



THE CRUISERS "SOUTHAMPTON" (9100 TONS; IN FOREGROUND) AND "EDINBURGH" (10,000 TONS) OPEN RAPID FIRE ON THE RAIDERS AS THEY SWOOP LOW OVER THE FORTH BRIDGE. ONE BOMB IS SEEN EXPLODING NEAR THE "SOUTHAMPTON," SOME OF WHOSE POM-POMS PURSUE THE ATTACKER SEAWARDS.

The week of October 16-21 was one of daily German air raids (all unsuccessful), and on these pages our artist illustrates part of the initial raid on the Firth of Forth on the 16th. Speaking in the House on this subject on October 17, Mr. Chamberlain said: "The air raid was carried out by 12 or possibly more aircraft in waves of two or three at a time. Two civilians were slightly injured by shell fragments; damage to civilian property was negligible. Naval casualties were caused in H.M.S. 'Southampton,' 'Edinburgh' and 'Mohawk.' I regret to say that altogether three officers and 13 ratings were killed or died of wounds, that two officers were slightly injured, that 11 ratings were seriously injured and 31 slightly injured. The damage to H.M.S. 'Southampton' and H.M.S. 'Edinburgh' was slight, and both vessels are ready for sea. The damage to

H.M.S. 'Mohawk' is superficial. The enemy were at once engaged by our fighter squadrons and by anti-aircraft fire. Four enemy bombers were brought down, of which one was shot down by gunfire. In addition, a number of other enemy aircraft were heavily engaged, and some . . . may not have been able to reach home." The German planes (Dornier "Do. 17s") used a rather half-hearted manoeuvre—a sort of "glide-bombing." No true dive-bombing was practised. The raiders apparently flew over at a height of some 20,000 ft., then, turning round, glided down as low in some cases as 300 ft. They kept the sun behind them, their intention being thereby to dazzle the A.-A. gunners on the ships and ashore who were aiming at them. After attempting to bomb the Forth Bridge—which they hopped at a height so low that the huge structure protected them from the fire of the

[Continued opposite.]

A FRUITLESS GERMAN "GLIDE-BOMBING" ATTACK ON THE FORTH BRIDGE.

DRAWN BY OUR SPECIAL ARTIST G. H. DAVIS, FROM OFFICIAL DATA.



THE RAIDERS ATTACKING THE FORTH BRIDGE AT ALMOST THE SAME HEIGHT AS ITS TOPMOST SPAN—FLYING OVER AT A HEIGHT OF 20,000 FEET, AND THEN GLIDING STEEPLY DOWN OUT OF THE SUN TO CONFUSE THE A.-A. GUNNERS.

Continued.]

"Southampton" and the "Edinburgh"—as shown in our right-hand page they swooped down on the warships. The lower left-hand drawing shows the "Southampton's" guns and, behind, the "Edinburgh's" blazing away at them. One 'plane has already passed over—the bomb's explosion being seen in the water—and some of the "Southampton's" guns can be seen swivelled round and pursuing the raider as she flies seawards. The top left-hand picture shows the bomb bursting on the surface near the destroyer "Mohawk," the splinters from which caused 25 casualties. German aircraft had reconnoitred Rosyth in the morning, between 9.30 a.m. and 1.30 p.m., and the first of the series of actual raids began at about

2.30 p.m. The last of the German 'planes was seen at 4 p.m., when two appeared flying eastwards at a height of 1000 feet, hotly chased by R.A.F. fighters. Two civilian casualties were reported—the fighting was watched by a large public, and trains continued to run over the Forth Bridge during the raid—but none occurred in the R.A.F. On the other hand, the high proportion of German losses—from a quarter to a third of the 'planes involved—with a more or less complete lack of success regarding the objectives aimed at, speaks volumes for the accuracy of our defence and the merits of the R.A.F. fighting 'planes—and pilots. The fighters who brought down these raiders were manned by the Auxiliary Air Force.

GERMANY'S WAR, AT HOME AND AT SEA: MAKESHIFTS, LOSSES AND LIES.



BELIEVED TO BE THE ARMED RAIDER WHICH SANK THE "CLEMENT" OFF BRAZIL: THE LUFTHANSA FLOATING SEAPLANE BASE, "SCHWABENLAND."

The "Schwabenland" is reported from the U.S. as believed to be the armed raider which recently sank the "Clement," the Booth Line steamer, off the coast of Brazil. The armed raider landed safely in Brazil all the crew of the "Clement," except her captain and chief engineer, whom she kept prisoner. The "Schwabenland" is owned by the Lufthansa air lines and is used as a floating seaplane base between Brazil and West Africa. (Sport and General.)



THE RETURN TO THE REICH OF THE GERMAN BALTS: SOME OF LATVIA'S GERMAN INHABITANTS ON THE QUAYSIDE AT RIGA.

Above we show some of the pathetic scenes witnessed on the quayside in Riga, when Latvia's German Balts were awaiting repatriation to Germany. Latvia's Germans are four times greater in number than Estonia's. The number of hasty German marriages at Riga since Hitler's invitation to return to the Reich was received has broken all records, and divorces and suicides are also recorded. Latvia's army included 400 German Balts. (Planet.)



THE U-BOAT COMMANDER WHO, THE GERMANS SAY, SUNK THE "ROYAL OAK," ARRIVING BY AIR WITH HIS CREW IN BERLIN.

Above we show Lieut.-Commander Prien, who, the Germans say, was responsible for the sinking of the "Royal Oak" in Scapa Flow on October 14, arriving in Berlin by air with his crew. All had received Iron Crosses, first or second class. Prien was made Rear-Admiral for this "exploit of skill and daring," as Mr. Churchill termed it. Nevertheless, Prien's own version of the sinking, broadcast 7 hours after Mr. Churchill's, differed in almost every respect from the latter. (A.P.)



"ERSATZ" HORSES COMPENSATING FOR THE GERMAN PETROL SHORTAGE, REAL HORSES BEING COMMANDEERED: PLOUGHING BY ELEPHANTS IN A FIELD NEAR HAMBURG.

The pachydermatous method of ploughing shown in this photograph—recalling the domestic use of elephants in India—well suggests the straits to which German farmers have been put by the petrol shortage and the commandeering of horses for Army needs. The field being ploughed by these "Ersatz" horses is near Hamburg: it seems probable, then, that the elephants came from Hamburg's famous zoo, of which Baedeker puts the elephant house first, as its most interesting point. (Keystone.)



PROMOTED LIEUTENANT AND AWARDED THE IRON CROSS FOR AN IMAGINARY BOMBING OF A BRITISH SHIP—LANCE-CORPORAL FRANCKE (SECOND FROM RIGHT).

Above we show one of the heroes of one of Germany's many and invariably successful imaginary "attacks" on British warships. The "Ark Royal," despite the report of the U.S. Attaché, who found her quite unharmed, has been the most favoured; other ships include the "Hood" and "Repulse." As well as for the obvious home and foreign propaganda reasons, Germany makes these claims in an attempt to discover, from British dementis, the ship's actual whereabouts. (Planet.)



GERMAN RAIDERS WHO ARE NOW PRISONERS IN A BRITISH MILITARY HOSPITAL: THREE AIRMEN BROUGHT DOWN IN THE FIRTH OF FORTH RAID.

Elsewhere we give a series of exclusive illustrations with particulars of the German raid on the Firth of Forth of October 16. Here we show three members of the crew of one of the four German bombers shot down over the Forth being cared for in a British Military Hospital. Speaking in the House of Commons after the raid, the first over the English coast, Mr. Chamberlain said: "We have destroyed eight enemy aircraft, without losing a single machine of our own." (A.P.)

GERMAN AIR ATTACKS WHICH ENDED INGLORIOUSLY: SCOTLAND HONOURS ALIKE BRITISH AND ENEMY DEAD.



RESCUED BY THEIR ADVERSARIES FROM THE JAWS OF DEATH: A BRITISH DESTROYER APPROACHING A WRECKED NAZI FLYING-BOAT, WHOSE CREW THEY SAVED, AFTER THE ATTACK ON UNITS OF THE HOME FLEET. (C.P.)



SAVED BY THOSE WHOM THEY SOUGHT TO KILL: TWO NAZI AIRMEN IN A RUBBER BOAT, AND TWO STILL CLINGING TO THEIR WRECKED MACHINE, WHO WERE ALL RESCUED BY A BRITISH DESTROYER. (C.P.)



IRREFUTABLE EVIDENCE OF ABSENCE OF HATRED FOR THE GERMAN PEOPLE: THE FUNERAL PROCESSION AT PORTOBELLO OF ENEMY AIRMEN BROUGHT DOWN IN THE ROSYTH RAID; THE R.A.F. PROVIDING A GUARD-OF-HONOUR—A DEMONSTRATION OF RESPECT WHICH EVOKED CRITICISM. (S. and G.)



TWO OF THE GERMAN AIRMEN SHOT DOWN IN THE AIR RAIDS ON SCOTLAND LYING IN STATE, IN COFFINS DRAPED BY THE NAZI FLAG, AT PORTOBELLO, NEAR EDINBURGH. (A.P.)



KILLED BY THE ENEMY AT THE POST OF DUTY: THE COFFINS OF MEN OF THE DESTROYER "MOHAWK" WHO LOST THEIR LIVES DURING THE FIRTH OF FORTH RAID ON OCTOBER 16, FOLLOWED BY THEIR SHIPMATES. (A.P.)

As described and illustrated on pages 650 and 651 of this issue, a series of bombing raids on Rosyth began about 2.30 p.m. on October 16. They were directed at British warships lying in the Forth, and conducted by about twelve machines. The first hit which German aircraft have scored on a British ship since war broke out glanced off the cruiser H.M.S. "Southampton," causing slight damage near her bow and sinking the Admiral's barge and a pinnacle moored empty alongside. A bomb, however, which burst on the water near H.M.S. "Mohawk," returning

to harbour from convoy escort, caused twenty-five casualties among men on the deck of the destroyer. The funeral of men of the "Mohawk" is illustrated above. Four enemy bombers were brought down, three of them by the Auxiliary Air Force, which, as one pilot wittily observed, "thereby lost its amateur status." Several enemy airmen have escaped with their lives, after their machines were shot down, by means of the small rubber boat carried by the bombers, in which two are seen above (top, right) rowing towards a British warship, often enduring severe privations.



THE CONVOY WORK WHEREBY THE NAVY HAS ONCE MORE EARNED THE ETERNAL GRATITUDE OF THE NATION: TWO PHOTOGRAPHS OF GROUPS OF MERCHANT-SHIPS PROCEEDING OVER THE NORTH SEA, WITH THE A.-A. GUNS AND TORPEDO-TUBES OF AN ATTENDANT CRUISER VISIBLE IN THE UPPER; AND AN ESCORT VESSEL SEEN ON THE RIGHT OF THE LOWER ONE.



A TYPE OF VESSEL WHICH IS DOING BRILLIANT WORK IN PROTECTING MERCHANT CONVOYS FROM AIR AND UNDER-WATER RAIDERS : CRUISERS OF THE "SOUTHAMPTON" CLASS PROCEEDING IN LINE WITH ALL THEIR A.-A. GUNS—DOWN TO MULTIPLE-MACHINE-GUNS—AT THE READY, WHILE ON ESCORT DUTY.

Great satisfaction is felt in this country at the failure of the German air-attacks on a British convoy in the North Sea on October 21; since, although it was universally recognised that the Navy could protect merchant-ships from submarine attack, there was no experience to go upon in assessing the vulnerability of convoys to bombing.

The convoy in question was steaming in two lines, protected by escort vessels and reconnaissance planes. On one occasion the bombers dived out of mist upon the ships; on the second occasion they were turned back by heavy anti-aircraft fire, and dropped their bombs at a distance. (Photographs by Fox.)

THE WAR WITH NAZI GERMANY: THE ECHO IN THE BALKANS.

By CYRIL FALLS.



A MAP SHOWING THE STRATEGIC SITUATION OF TURKEY,
BETWEEN THE AEGEAN AND THE BLACK SEA.

By Courtesy of "The Times."



THE PRESIDENT OF THE TURKISH REPUBLIC, GENERAL ISMET İNÖNÜ, PHOTOGRAPHED WITH (LEFT) M. SARAJOGLU, FOREIGN MINISTER, AND THE TURKISH PREMIER, DR. SAYDAM, AND (RIGHT) THE FRENCH MILITARY ATTACHÉ, AT RECENT MANŒUVRES OF THE TURKISH ARMY.



GENERAL SIR ARCHIBALD P. WAVELL, GENERAL OFFICER COMMANDING-IN-CHIEF OF THE BRITISH LAND FORCES IN THE MIDDLE EAST.



THE "VETERAN BUT EVER-GREEN" GENERAL WEYGAND, FORMERLY C-IN-C. OF THE FRENCH ARMY; AND THE ALTER EGO OF MARSHAL FOCH IN HIS VICTORIOUS 1918 CAMPAIGN.

À PROPOS OF THE EPOCH-MAKING ANGLO-FRENCH TREATY WITH TURKEY: SOME IMPORTANT PERSONALITIES; AND A MAP.

The Anglo-French Treaty of Mutual Assistance with Turkey, negotiations for which have been proceeding since May 12, was signed at Ankara on October 19, the event being celebrated by an exchange of congratulatory messages between King George VI. and the Turkish President. General Wavell and General Weygand flew from Cairo and Beirut respectively to Ankara for simultaneous talks with the Turkish General Staff.

fact by virtue of which Turkey was bound to render aid to Rumania in the event of an attempt by Bulgaria to recover the Dobruja. In the north Rumania had avoided the most pressing danger—that of a German invasion in search of her oil—by the prompt action of Russia in covering her frontier and barring

it to the Germans. Yet to escape from the talons of Hitler into the welcoming arms of Stalin was not a comfortable experience. Now Rumania is in a far stronger position, and her Black Sea ports may well prove her salvation. It is quite probable that Turkey has already given the Soviet a friendly hint to let Rumania alone. And, even though the Treaty does not compel Turkey to enter into armed conflict with the U.S.S.R. in any circumstances, she can obviously reserve her right to do so should her interests require such action. All the other Balkan States, who had hitherto felt that France and Great Britain were very far away, while Germany, Russia, or both of them were only too close at hand, will welcome the fact that a counterpoise to the weight of the two latter has been established in the Eastern Mediterranean. Nor is this pleasure likely to be confined to the Balkans. In Egypt, where Turkish influence and sentiment are still maintained, the news has been thankfully received, and the first reactions of the world of Islam are extremely favourable.

In Germany the Treaty has evoked mingled astonishment and rage. Checked by Russia in the Baltic, Germany has now received a far ruder jolt in south-east Europe. It is credibly reported that the fresh proposals put forward by Russia, which resulted in the breakdown of her negotiations with Turkey, were made at the instigation of Germany. Perhaps, indeed, M. Molotov is not unduly perturbed by the failure of these talks and will later

institute fresh ones, in which he will be free to disregard German suggestions. In any event, it appears that the possibility of a Russo-German military alliance, if it ever existed, has now become considerably more remote. At the same time, Germany sees the prospect of the Entente Powers being enabled to control her Mediterranean trade to a far greater extent than hitherto. What will be Hitler's next move? Many competent observers appear to expect a heavy offensive in the West, possibly with the aid of lethal gas, because Germany appears to be repeating the tactics of April 1915, when she first falsely accused her adversaries of using this weapon and then used it herself. A great attack in the West cannot yet be discounted; indeed, it may be taken for granted that all but the final preparations have been made, in case the Führer should decide to give the word "Go!" Yet the time seems to be becoming very limited for the launching of a major offensive this year. It is not that the autumn rains have so far rendered the ground altogether too heavy for such an operation; on the contrary, given no more than normal rainfall, there is a prospect of a few weeks of fair campaigning conditions still. Yet, if the

advice of the German military commanders is taken, they are likely to point out that even the most successful offensive cannot be expected to be carried through in less than about five weeks. And even those final preparations of which I have just spoken would take a certain time, because the recent French withdrawals will necessitate the moving forward of ammunition dumps.

Many people held the theory, long before this war broke out, that it would be decided in the Balkans. Some of them now declare that their prophecy is about to be fulfilled. It may be so, yet I think these strategists are going too fast. Nevertheless, there remains the possibility of the transport of Franco-British troops from Syria, Egypt, and French Mediterranean ports to Turkey in Europe. The name of Salonika, so familiar to us in the last war and since almost forgotten, must also have recurred. Students of military history cannot remain oblivious of the significance of that immemorial highway from the Mediterranean into Central Europe which follows the Vardar and the Southern Morava, a highway, however, well guarded by a most pertinacious defender—malaria. We have not reached that stage yet, but throughout the Eastern Mediterranean we see ajar doors that a week ago were firmly barred.

LAST week I wrote of the Baltic rather than of the Balkans, in the expectation that comment upon the influence of the war on that neighbourhood was the less likely to be put out of date. This has proved to be the case. The situation in the Baltic remains unchanged, and even the Russian threat to Finland to which I alluded does not appear to have taken a more active form. The most notable development has been the expression by the Scandinavian kingdoms of their strong sympathy with Finland. How far that sympathy would extend we have no means of judging at the moment. We do know, however, that while Finland possesses virtually no war industries, Sweden is capable of supplying her with a certain amount of warlike equipment if she so desires.

In the Balkans and in the Mediterranean, on the other hand, the situation has developed rapidly and dramatically. On Thursday, Oct. 19, a Treaty of Mutual Assistance between France, Great Britain, and Turkey was signed in Ankara. On the same day there arrived almost simultaneously the veteran but ever-green General Weygand, who flew from Syria, and General Sir Archibald Wavell, commanding our recently reinforced strategic reserve in the Middle East, who flew from Egypt. At the same time, M. Sarajoglu, the Turkish Foreign Minister, who has been so long in Moscow, was on his way home, without a pact in his pocket. Another traveller was also significantly journeying homeward; for Herr von Papen, German Ambassador to Turkey, had been recalled by his Government and took his family with him. The essence of the Treaty is that France and Great Britain bind themselves to support Turkey should she be attacked by any European Power; that in the event of war in the Mediterranean area in which either of the contracting parties is involved, the other contracting party will afford it all the assistance in its power; that should France and Great Britain become engaged in hostilities in virtue of their guarantees to Rumania and Greece, Turkey will co-operate with them; that in the event of hostilities not specifically covered by the second and third of these provisions, the contracting parties will immediately consult together, Turkey undertaking to extend at least benevolent neutrality to the other two contracting parties. This Treaty is concluded for a term of fifteen years. The second protocol contains the highly important clause: "The obligations undertaken by Turkey in virtue of the above-mentioned Treaty cannot compel that country to take action having as its effect or involving as its consequence, entry into armed conflict with the U.S.S.R."

There can be no doubt that this Treaty constitutes one of the most important events which have taken place since the outbreak of war. It is specifically directed against no country; not even against Germany, and certainly not against Russia, with whom Turkey may yet reach agreement. In fact, throughout the negotiations both France and Great Britain fully recognised the close ties existing between Turkey and Russia, and made no attempt to weaken them. It was Russia herself who caused the temporary breakdown in the Turco-Russian *pourparlers* by her attempt to bind Turkey to keep the Dardanelles closed against France and Great Britain. In that respect the Treaty provides a powerful check on Russia, should she become definitely hostile to ourselves, because if Turkey became involved in warfare, the ships of her Allies would have the right to enter the Black Sea and would also acquire the highly valuable right to make use of her Eastern Mediterranean ports. Moreover, even the term "benevolent neutrality" can mean only the right of passage through the Straits. Where Italy is concerned, it would be impolitic and ungracious, as well as probably incorrect, to suggest that the Treaty constitutes any threat to her. She has all along announced her intention of remaining neutral in the present conflict. Her alignment with Germany was to a large extent accidental, and she has made singularly little out of that strange and unnatural partnership. The effect of the Treaty must be, however, to encourage her to keep her feet upon the path which she appears to have chosen, if only in view of the obvious consequences of straying from it.

The importance of the Treaty by no means ends there. Let us consider next its effect upon Rumania, to whom we are pledged should she find herself the object of aggression. There already existed a Turco-Rumanian military

AWARDS FOR VALOUR ON LAND, SEA AND IN THE AIR: BRITISH WAR MEDALS.

PHOTOGRAPHS FROM ORIGINAL MEDALS LENT BY MESSRS. SPINK AND SON, LTD., LONDON, S.W.1.

RED CENTRE WITH BLUE EDGES



THE DISTINGUISHED SERVICE ORDER (OBVERSE)

PURPLE



THE VICTORIA CROSS (OBVERSE)

WHITE WITH PURPLE CENTRE



THE MILITARY CROSS (OBVERSE)

WHITE WITH PURPLE STRIPES



THE DISTINGUISHED FLYING CROSS (OBVERSE)

WHITE CENTRE WITH BLUE EDGES.



THE DISTINGUISHED SERVICE CROSS (OBVERSE)

RED AND WHITE STRIPES



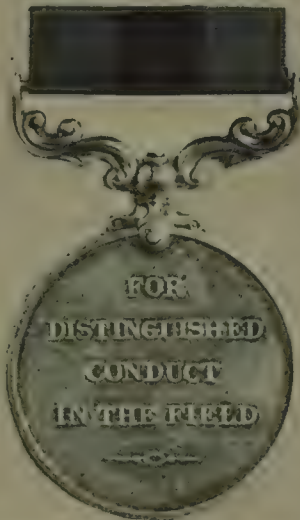
THE AIR FORCE MEDAL (REVERSE)

VIOLET AND WHITE STRIPES



THE DISTINGUISHED FLYING MEDAL (REVERSE)

RED WITH BLUE CENTRE



(ABOVE) THE DISTINGUISHED CONDUCT MEDAL (REVERSE) & (RIGHT) THE MEDAL FOR DISTINGUISHED SERVICE (REVERSE)

BLUE WITH WHITE STRIPES



WHITE CENTRE WITH BLUE EDGES



RED AND WHITE CENTRE STRIPES WITH BLUE EDGES



(ABOVE) THE MILITARY MEDAL (REVERSE) & (LEFT) THE CONSPICUOUS GALLANTRY MEDAL (REVERSE)

BRITISH AWARDS FOR GALLANTRY IN ACTION, OR FOR DISTINGUISHED CONDUCT ON LAND, SEA OR IN THE AIR.

All the "Medals for Valour" illustrated above are awarded for war service in the field, at sea, or on operational service in the air. The V.C., instituted by Queen Victoria on January 29, 1856 for award to all ranks and services; the D.S.O., bestowed since 1886 to commissioned officers; and the familiar ribbon of the Military Cross, instituted in 1915, are too well known to call for any detailed description. Of the medals bestowable only in the Royal Navy, the Distinguished Service Cross, for award to all officers below the rank of Lieutenant-Commander, and to warrant officers, came into existence in 1914, as did also the D.S.M. for

chief petty officers, petty officers, men, and boys of all branches. The Conspicuous Gallantry Medal is reserved for warrant officers and men of the R.N. Air decorations were instituted in 1918, the D.F.C. for officers and warrant officers of the R.A.F., the D.F.M. and A.F.M. for warrant and non-commissioned officers and men, and the A.F.C. (not illustrated above), awarded for acts of courage or devotion to duty when flying. D.F.C.s were first awarded in the present war on October 10 to Flying Officer Doran for leading the raid on Kiel, and to Flying Officer McPherson for reconnaissance flights which made a successful raid possible.

BRITAIN AND THE "BREMEN":

OUR ANXIETY OVER HER FLIGHT, AS IMAGINED FOR THE BENEFIT OF THE GERMAN PUBLIC—WITH BRITISH BLUE-JACKETS IN U.S. UNIFORMS!—AND THE "BREMEN'S" DISGUISES.



"THE NEW QUESTION IN THE 'SCISSORS' GAME (NOW ASKED IN THE NAVY AFTER THE THIRD BOTTLE OF WHISKY HAS BEEN MADE A 'DEAD MAN'): 'GUESS WHAT I'VE GOT IN MY HAND?' 'THE 'BREMEN.'—'HEY: YOU LOOKED!!!'"



"THE BRITISH ADMIRALTY LEFT NO STONE UNTURNED TO DISCOVER THE 'BREMEN'S' WHEREABOUTS. AS A LAST RESORT EVEN A FORTUNE-TELLER WAS CONSULTED—BUT, AS! THIS TOO WAS IN VAIN! WHAT'S HAPPENED TO THE 'BREMEN'? HOW DID HE ESCAPE? WHERE IS SHE? OUR ARTIST ANSWERS ALL THESE QUESTIONS."



"THE 'BREMEN' MADE HER OWN SMOKE-SCREEN! THIS WAS EASY—THE PASSENGERS HAD TO SMOKE IN UNISON, AND SOON NO SPYING CRUISER COULD CATCH A GLIMPSE OF THE GIANT SHIP."



"THEN THE CAPTAIN INTRODUCED A NEW AND WILY TRICK: THE 'BREMEN' STEAMED ON—AN ICEBERG. BY MEANS OF A REFRIGERATOR THE SHIP WAS SOON COVERED IN ICE, AND SO SAILED ON FOR A LONG TIME."

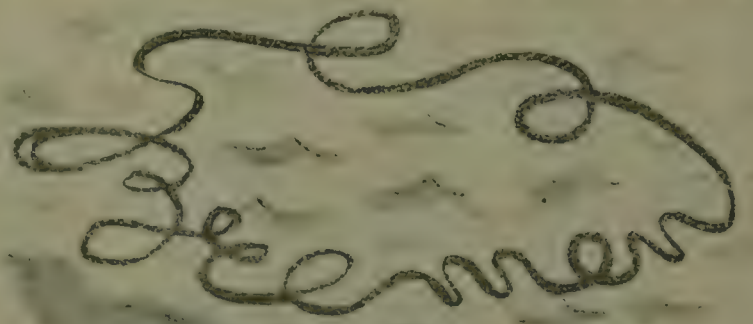


"LATER HER DISGUISE WAS ALTERED: TWO ENORMOUS SHEETS WERE PLACED ON EITHER SIDE, MADE FROM THE SHIP'S TABLE-CLOTHS AND THESE HID THE STEAMER. A LITTLE ART AND, HEY, PRESTO HE APPEARED AS A TINY ROW-BOAT."



"THEN A NEW RUSE WAS DEVISED: THE CREW AND PASSENGERS REMAINED BELOW DECK, AND ONLY THE CAPTAIN WAS TO BE SEEN ON THE 'BREMEN'—WHICH, NOW TRANSFORMED INTO A ONE-MAN FISHING-BOAT, SAILED ON, TROUBLED BY NONE, IN UTTER PEACE OF MIND."

Our readers will recall the elusive trip of the 51,000-ton North German Lloyd liner, "Bremen," which sailed from New York on August 30, *en route* for, as it finally turned out, the North Russian port of Murmansk. It was reported at the time that she carried no passengers. For some time her whereabouts was a mystery; later it was made known that she had taken refuge in Russian waters. On the right-hand page we show pictures taken aboard during her trip—including the swearing of an oath (so it is reported) to sink the ship rather than surrender to the British Navy. Opposite these pictures we reproduce page 1652 of the "Berliner Illustrierte Zeitung"



"BUT WHERE, BUT WHERE DID THE 'BREMEN' SAIL TO? THE 'BREMEN' FOLLOWED HER OWN NAME AS A COURSE. THAT IS THE PROBLEM'S SOLUTION! SUCH A SIMPLE IDEA IN ITSELF—BUT ONE WHICH MADE HER PURSUERS DESPAIR SINCE THEY COULDN'T UNDERSTAND IT."

of October 12, with a literal translation of the jokes. An enemy's humour is always interesting, both for those who find it humorous and for those who do not: in this case, moreover, the interest is the greater in view of the propaganda aspect: thus the attitude of the British public over the "Bremen's" whereabouts, inferred for the benefit of "B.I.Z." readers, was one of great anxiety; while that of the Navy amounted to a condition of acute worry neurosis! An amusing item for British readers is that our A.B.s are represented as wearing the U.S. navy uniform, though this might, of course, be a German attempt to impugn American neutrality. (Continued opposite)

ABOARD THE "BREMEN" ON HER FLIGHT TO RUSSIAN SANCTUARY.



"DEUTSCHLAND ÜBER ALLES" FROM THE BAND, AND "HEIL HITLER!" FROM THE CREW: THE 51,000-TON GERMAN LINER "BREMEN" LEAVING NEW YORK ON AUGUST 30, THREE DAYS BEFORE THE OUTBREAK OF WAR.



"HEIL HITLER!" ONCE AGAIN—THIS TIME, HOWEVER, USED IN SOLEMN OATH: THE CREW SWEARING TO SINK THE "BREMEN" RATHER THAN FALL INTO BRITISH HANDS.



THE "BREMEN'S" CREW AT BOAT DRILL DURING THE RUN TO MURMANSK, WHICH, ACCORDING TO THE GERMAN CARTOONS ON THE OPPOSITE PAGE, CAUSED THE BRITISH NAVY AN ALMOST PSYCHOPATHIC DEGREE OF BEWILDERMENT AND WORRY!



DISGUIISING THE "BREMEN" FROM HER POSSIBLE PURSUERS—HER CREW HARD AT WORK PAINTING THE GREAT SHIP GREY. THE "BREMEN" WAS REPORTED TO CARRY NO PASSENGERS.

Continued.]

Actually, of course, the only anxiety likely to have been aroused over the "Bremen" was over the possibility of her turning commerce raider, for she had a high speed and carried aircraft. The crew of the "Bremen," according to a German announcement, returned to Bremen on September 28 (this adding point, presumably, to the last

joke—though the "Bremen" herself would appear still to be in Murmansk) in a "Strength Through Joy" steamer. As a reward for bringing the "Bremen" safe to a neutral port, the North German Lloyd Company have made the master, Adolf Ahrens, a Commodore. (Photographs by Wide World.)



THE WORLD OF SCIENCE.



SUBMARINES—PAST AND PRESENT.

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Courtship of Animals," "Random Gleanings from Nature's Fields," etc.

SUBMARINES and aeroplanes are forcing themselves very much on our attention just now, and we follow their achievements, so far as our own fleets are concerned, with pride mixed with anxiety. We are at war, both in the heavens above and in the waters below, where no men have fought till now. Herein we have achieved a triumph of mind over matter. Nevertheless, it has been, and will continue to be, a costly triumph. But there can be no room for vain regrets. Having put our hands to the plough we must follow the furrow that it makes. The world to-day is no place for the faint-hearted and those who would turn out the pockets of their shivering little souls at the command of the highwayman. This they will do, pretending that their abject submission is made in the hope of arousing in the bully a sense of the "brotherhood of man"!

I imagine that most of my readers, like myself, have only the vaguest conceptions concerning submarines and the way they fulfil their difficult and perilous tasks. But on this account we may prepare our minds for a fuller understanding, as occasion offers, by taking a brief survey of submarines that have been successfully working for some millions of years. As with our own submarines, they started as "surface-water" craft, and took to diving, not as a means of destroying their enemies, but to satisfy their natural craving for food which lay all around but beneath them. It was a question of "dive" or "die." And long practice begot efficiency.



FIG. 2. PORPOISE-LIKE IN THE FORM OF THE BODY, BUT, LIVING IN FRESH WATER AND BEING A SLOW SWIMMER, WITH NO DORSAL FIN: THE MANATEE, WHICH HAS TO SUBMERGE TO OBTAIN ITS FOOD.

The tail is lobe-shaped, but in the marine Dugong it is enlarged to form two great whale-like flukes. The flippers are porpoise-like.

The first "submarines" were the ichthyosaurs (Fig. 1), which ceased to exist several millions of years ago. In their general conformation they bore a very close resemblance to the whales which haunt our seas to-day, and this fact shows the uniformity of the responses made by their living tissues to precisely similar external stimuli; for these stimuli were engendered by the conditions imposed in driving solid bodies through water.

Such bodies in both these types may be described as "torpedo-shaped"—barrel-shaped and tapering at both ends. But the response in each case differed in details. A rather conspicuous one is found in the tail. This, in the ichthyosaurs, turned downwards and was surmounted by a large vertical fin, but in the whales the tail forms a direct continuation of the rest of the spine, and it bears at its end a pair of triangular "flukes" expanded horizontally and of great width. Now one is always told that this horizontal tail-fin resulted from the friction sustained by



FIG. 1. ONE OF THE FIRST "SUBMARINES," WHICH CEASED TO EXIST SEVERAL MILLION YEARS AGO AND WHOSE GENERAL CONFORMATION BORE A VERY CLOSE RESEMBLANCE TO THE WHALE OF TO-DAY: THE *ICHTHYOSAURUS COMMUNIS*, SHOWING ITS DOWNWARD-TURNING TAIL.

The oldest of Nature's submarines, from the Lower Lias of Lyme Regis. The body bore a close likeness to members of the whale tribe, especially porpoises. But the tail-bones turned downwards, and bore a large vertical fin, instead of horizontal flukes as in the whales.—[Reproduced by Permission of the British Museum, Natural History Section.]

the tail in its up-and-down movements as a consequence of its use as a propeller. For the animal has to drive its body upwards for air, being a lung-breather, and downwards for food in the pursuit of its prey. But the ichthyosaurs were also lung-breathers. Hence we must suppose that their underwater excursions were of shorter duration or that their mode of diving was different. They seem to have lived mainly on fishes, and the smaller members of their own kind. Their nostrils, as in the whales, which succeeded them long ages after, opened on to the top of the head, and not at the end of the snout. But we find exceptions to the rule everywhere; and in this matter of the nostrils we find one in the sperm-whale, wherein there is but a single nasal opening, and this forms an S-shaped aperture at the end of an enormous, steeply truncated snout, leading into a long tube running backwards to the far-distant top of the skull, where it turns sharply downwards to the internal nostrils.

The ichthyosaurs still retained the hind-limbs, though greatly reduced in size. In the whales no more than vestiges of these remain, embedded in the muscles of the body-wall. Their forelimbs were paddle-shaped, or "flippers," as in the whale tribe, relatively small, and more profoundly changed in structure than any other vertebrate, either before or since; for the bones of the forearm—elbow to wrist—had become so shortened that in examining the skeleton of the limb it is difficult to distinguish between these and the wrist-bones. The finger-bones were no less remarkable, for they were squeezed together to form a closely-set mosaic. In both ichthyosaurs and whales the "flippers" are enclosed within a close-fitting, fingerless glove, or "mitten," giving no indication whatever of the skeleton enclosed, so that we have two strikingly different structures presenting an exactly similar appearance externally. What has governed the evolution of skeletons so emphatically different under cover of an exactly similar external form?

No such problems are presented by the submarine fashioned by human hands. Herein the origin and function of its minutest detail is pre-determined; but it is the product of hundreds of subtle human brains. These submarines of nature, however, have taken millions of years to come into being; each has followed a line of its own, determined mainly by the inherent peculiarities of its tissues which, while responding differently to similar external stimuli, have yet come to attain at least a superficially close resemblance.

How closely shape is determined by function is very convincingly shown in the matter of "flippers," which are found in a number of animals not even remotely related, as is shown by the turtles and certain other ancient fossil reptiles, the penguins (Fig. 3) among the birds, and the seals and sea-lions and cetacea among the mammals.

If the history of the evolution of the man-made submarine is traced out from the first of its kind to enter the water until to-day, many successive structural changes in its mechanism would be revealed; but incorporated in the several successive generations, so to speak, of such craft. In nature's submarines such changes are infinitely slow, taking hundreds of thousands of years to complete, and showing a marvellously graduated adjustment from one structural type to another, so that there was at no time any interruption in the smooth working of the body as a whole. In the earlier ichthyosaurs, for example, the jaws had a formidable array of teeth. In the last survivors of their race no more than vestiges remained. We find a similar sequence in the "toothed whales." In the killer-whale, for example, these are large and numerous, but in the group of "beaked whales" they have either completely vanished or are found only in the males in a pair of short "tusks" at the end, or in the middle of the lower jaw.

Finally, an adjunct of extreme importance in the man-made submarine is found in the "periscope." We find what we may call its counterpart in these ancient submarines of nature, the ichthyosaurs,



FIG. 3. THE MOST HIGHLY SPECIALISED OF BIRDS, HAVING BECOME INTENSELY MOULDED FOR CONTINUOUS PURSUIT OF THEIR PREY UNDER WATER, AND USING WINGS TRANSFORMED INTO WHALE-LIKE FLIPPERS FOR PROPELLING THE BODY: GENTOO PENGUINS, IN WHICH SPECIES, AS IN THE EMPEROR-PENGUIN, THE FLIPPERS ARE CONSPICUOUSLY LONG.

How closely shape is determined by function is very convincingly shown in the matter of "flippers," which are found in a number of animals not even remotely related, as is shown by the turtles and certain other ancient fossil reptiles, the penguins among birds, and the seals and sea-lions, and cetacea among the mammals. (Photograph by D. Seth-Smith.)

which had a third eye in the crown of the head! From the large size of the socket for this eye we may assume that it possessed the power of sight. The designers of warships have more than once gained inspiration from aquatic animals of various types, and for aught I know to the contrary may have gained useful hints from the living submarines I have briefly described here.

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Medium weight. Very warm and comfortable, in a good selection of striped designs of blue, mauve, wine and brown. (MS. 20) **22/6**
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Sample suit gladly sent on approval.



'TECTOR' UNDERWEAR

Made of fine quality Botany Wool of medium weight, 'Tector' offers unrivalled health protection, ample warmth without undue weight. Vests as sketched, or with button front; also with long sleeves (chest sizes 34-52). Pants or shorts 'Lastex' yarn waist, or button front; also Knee Drawers with button front (waist sizes 32-52). (MW. 1)

One-piece suit 21/6. Each garment **11/6**

'TECTOR' SOCKS

The special "6/3" rib knit prevents these all-wool socks wrinkling at the ankle. They fit when new and remain fitting to the end. In blue, grey, fawn, brown or lovat mixtures. Also khaki, Air Force blue, navy, nigger, black or white. Size 9½ to 12 ins. (MW. 3) **3/6**
6 pairs for 20/-



WINTER DRESSING GOWNS

In warm (but definitely not heavy) wool material. Fully cut and perfectly tailored with facings and cuffs of reversed colours and a rich rayon cord girdle with tasselled ends. Colours: wine red with Guards' blue facings, Guards' blue with wine red facings, Havana brown with light brown facings. (MD. 1) **47/6**
All sizes from 36 to 44 ins. chest.



SHEEPSKIN SLIPPERS

Rich brown sheepskin slippers especially made for Harrods with the new Larutan damp-proof rubber soles and heels. (MB. 29) **14/9**
Sizes 4 to Men's 12.

Also with leather soles and heels .. **13/9**

THE MAN'S SHOP

HARRODS

BOOKS OF THE DAY.

THERE are welcome

signs that the world of books has not so far suffered from wartime conditions as much as might have been expected. In time of trouble, reading is a valuable diversion from anxiety, and by continuing to cultivate the habit, readers will be doing a service both to themselves and to a great industry—the book trade—that merits all encouragement. Matthew Arnold has recorded in a well-known sonnet his choice of reading in adversity, perpetrating, incidentally, one of the least melodious lines in English poetry—

Who prop, thou ask'st, in these bad days, my mind?

I forget what his particular "bad days" were, but I rather think they were connected, not with public affairs, but with some personal bereavement. He goes on to tell the friend who had put the question that he was finding solace in the works of Homer, Epictetus, and Sophocles. That may be rather a counsel of perfection for the average modern reader, who has little Latin and less Greek, and will probably prefer a lighter diet. Whatever it is, however, it will stimulate the circulation of books.

By CHARLES E. BYLES.

and Dean of that institution, he deprecates the fact that, while teachers of literature exist in their thousands, so few of their pupils read much in after life. "So it occurred to us three," he continues, "that such tuition should be, not in the hands of the learned, but in those of artist-practitioners," and Olivet College was accordingly founded on these lines. Of the present volume, he says: "It is the book of an old man mad about writing—in the sense that Hokusai called himself an old man mad about painting."

As it is naturally impossible in a small space even to outline the contents of a book so extensive in its scope, I must be content to quote a few typical passages. Let us see, then, what Dr. Ford has to say about Flaubert. "Art critics," we read, "are accustomed to say that the history of the art of painting divides itself sharply into two parts. There was painting before Cézanne and there has been painting since Cézanne, but the objectives of the two modes of painting have scarcely any connection. A similar cesura is observable in the aesthetics of creative

crime. . . . Just imagine

Madame Bovary worked from the outside, a psychologically acute investigator of crime being called to Emma Bovary's bedside the moment after her death and having to unroll, from all the data given by the author, the history of poor Emma's gradual deterioration from her gentle but indomitable romanticism, through sordid intrigues and speculations to her inevitable suicide. What a *roman policier* that would be!"

As to the present literary conditions in Europe, the author is quietly sarcastic. He cannot be called pro-Nazi. "In official Germany," he declares, "authority having stamped out not only the intelligentsia but all persons exhibiting any intelligence whatever, reading of anything worthy the attention of adults is almost at a standstill. But Germans in exile continue the practice of turning out historical romances or earnest studies of pre-Third Reich life . . . which, too, have become historic."

War, of course, stimulates literature by originating new ideas that clamour for expression, besides providing



"LEFT ABOUT FACE" IN NAZI PROPAGANDA AS THE RESULT OF THE ALLIANCE WITH SOVIET RUSSIA: (LEFT) A HUGE NOTICE-BOARD OF THE NOTORIOUS ANTI-SEMITIC PAPER "DER STÜRMER" PROCLAIMING "WE PROTECT THE WORLD AGAINST BOLSHIEVISM" IN 1937; AND THE SAME NOTICE IN 1939, DISCREETLY COVERED UP.

These photographs, taken in the Kaiser-Wilhelm Platz in Berlin, give an idea of an extraordinary position that zealous Nazis find themselves in as the result of Hitler's pact with Stalin. The back

of the notice-board of the "Stürmer" (whose editor, Streicher was recently reported to have been arrested) bore a characteristic slogan denouncing Bolshevism which has now been ordered to be obscured.

As I pointed out recently when reviewing Katherine John's clever biography of the Prince Imperial, British readers ought now to be improving their acquaintance with the literature and history of our French allies. Another opportunity of doing so occurs in "FLAUBERT AND MADAME BOVARY." A Double Portrait. By Francis Steegmuller (Robert Hale; 12s. 6d.). This work, which has deservedly earned the blessing of the Book Society, is an admirable blend of biography and critical appreciation. It is no dry-as-dust chronological record from birth to death, but a vital study of two personalities—the novelist himself and the name-character in his *chef d'œuvre*—set amid a group of subsidiary people with whom he was in contact during the years when his great book was taking shape. We are shown the effects of a depressing home on a youth subject to nervous attacks, the stages of his love-affair with Louise Colet, and his friendships with men who exercised a strong influence on his writing. One friend, Louis Bouilhet, suggested to him to drop romanticism and write a realistic novel based on an actual tragedy in bourgeois life familiar to both of them. Thus, apparently, "Madame Bovary" was born, but Flaubert afterwards denied that any particular woman had been his model. "Madame Bovary," he always declared, "c'est moi!"

Although Flaubert yielded to his friend's persuasion, he seems to have regarded his new departure as only a temporary divagation from his favourite vein. He was one of those successful men who would have preferred to succeed in some other way. "As Flaubert grew older," we read, "and published other books, he came to resent the fame of *Madame Bovary*. . . . But he was helpless before the fascination which the book has always exerted on its readers. Its extraordinary illusion of life, achieved by his familiarity with the background, has never been equalled in any other novel. . . . The first English translation was made in 1886 by Eleanor Marx Aveling, a daughter of Karl Marx, who later committed suicide in much the same manner as Emma Bovary."

Those who take their reading with a "high seriousness," like Matthew Arnold, and wish to follow the evolution of literary art through the ages and in many lands, will find a genial and unconventional guide in "THE MARCH OF LITERATURE." From Confucius to Modern Times. By Ford Madox Ford, D.Litt. (Allen and Unwin; 16s.). The author's vast erudition, immediately apparent on glancing through his more than 800 pages, becomes less formidable when one discovers the basic idea of his work. Writing from Olivet College, Michigan, to the President

writing. There was writing before Flaubert; but Flaubert and his coterie opened, as it were, a window through which one saw the literary scene from an entirely new angle."

Dr. Ford is not among the "highbrows" who despise the detective story. "To-day's craving for the romance

a mass of personal experience and fresh material for history. After 1918, many fighting men forsook the sword for the pen, and some found inspiration, not in the war they knew, but in studies of the past. An example is mentioned in the preface to "MARY QUEEN OF SCOTS." By M. P. Willcocks. With 10 Illustrations (Allen and Unwin; 12s. 6d.).

The author, who made her reputation first in fiction, has since, as a historical biographer, been drawn to the careers of tragic women, for among her more recent works was a memoir of Mme. Roland, the Girondist guillotined in Paris in 1793. Certainly decapitation lends a fearful lure to a woman's life-story, but something more than a similarity of fate must have prompted a desire to re-tell the oft-told tale of Mary Stuart. That "something," no doubt, is the fact that, despite all the books that have been written about her, the question of her guilt or innocence of the various charges brought against her has never yet been definitely settled, for fresh evidence, and new arguments based thereon, continue from time to time to come into court before the bar of modern judgment.

Miss Willcocks unfolds the romantic story in a straightforward narrative with all the skill and vividness of a practised novelist. She does not give her reasons for undertaking the task, or state explicitly at the outset in what respects her book can claim novelty or originality. She does, however, indicate her acquaintance with the results of modern critical inquiries, on which, it is implied, her own work has been based. Thus, she writes: "When, at the close of the Great War, Major-General Mahon retired from the Army and began a detailed study of two manuscripts in the University of Cambridge, the *De Maria* of Mary's chief traducer, George Buchanan, and the papers known as the *Lennox Narrative*, written in part by the father of the

murdered Darnley, he was taking the first steps towards a research that was to throw entirely new light on the murder-plot which ended in the death of Mary's husband. . . . This was a work which no one had attempted before: a great essay in detection in the modern style. It changes our view of history. For the Mary Stuart who emerges from the reconstruction is no Messalina, perhaps no heroine of romance. . . . It is a new Mary, in fact. Not only so, but we have to-day a new Bothwell as he has been revealed by the investigation of Robert Gore-Brown in his work on *Lord Bothwell*. . . . This new view of the supposed murderer of Darnley, especially in his relations with two women, his wife, Jean Gordon, and his mistress, Anna Trondsson, seems to . . . solve the mystery of the Casket letters."



A NEW PUBLICATION PACKED WITH INTERESTING PICTURES COVERING EVERY ASPECT OF THE WAR WITH NAZI GERMANY: "THE ILLUSTRATED WAR NEWS," THE FIRST ISSUE OF WHICH WILL BE ON SALE ON OCTOBER 31, PRICE 7D. Many of our readers will remember "The Illustrated War News" in the years 1914-18. It was the most successful publication of its kind. It has now reappeared, and it provides a complete pictorial record of every phase of the war, in the air, at sea, and on land. The unusual "Panoramic" shape has been chosen because it is admirably adapted to the presentation of all the best illustrations dealing with war.

of crime," he writes, "is perfectly healthy, proper, and aesthetically justifiable." Good—and therefore popular—detective stories, he finds, are well constructed and informative. Moreover, he points out: "The great novels of the world, whether of the romantic, the classical, or the realistic modern schools, have all—and this is no paradox—been mystery stories. *Vanity Fair* is a mystery story, worked from the inside instead of from the out. So is *Madame Bovary*; so is Conrad's *The Secret Agent*; so, for the matter of that, is *Tom Jones* with its working up to the triumphant exposure of young Mr. Blifil; so is *The Vicar of Wakefield*; so, substituting psychological for material values, is almost every novel by Henry James. It is true that the writer of the greater fiction works as a rule from the inside—with the criminal—instead of exteriorly with the detector of



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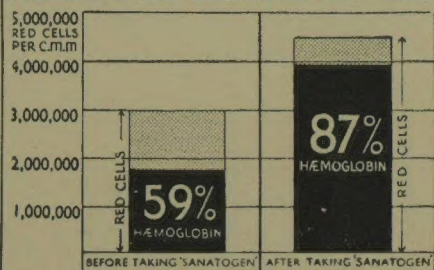
If your nerves are getting the

better of you, start a course of 'Sanatogen' Nerve-Tonic Food at once. But don't wait until the enemy's attack has weakened you. Start building your defence line now. By putting yourself and your family on an eight weeks' course at once, you will be safely entrenched behind a wall of assured resistance. Buy a family jar to-day.

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THE CHRONICLE OF THE CAR.
By H. THORNTON RUTTER.

A POINT that has been worrying those of us who have the temerity to look far enough ahead, is the handicap the British motor industry will have to face when the war is over. Many of our important factories have practically, if not completely, given up making cars, and are now fully occupied with producing the materials of war. The change-over, carefully planned in every detail well in advance, has been made with extremely gratifying smoothness and speed, but it is very doubtful whether the reversion to motor-car production will be anything like as quick. It is not merely a question of adapting the machinery and plant. Before a range of popular cars can be put on the market, an immense variety of materials have to be obtained from a multitude of suppliers, and delay in the delivery of any one item can upset the whole production schedule.

If the manufacture of British cars were to be allowed to lapse altogether, the period immediately following the end of the war would permit foreign manufacturers to become firmly entrenched before our own factories could begin to supply the needs of the home market. It is for this reason that the news that the Standard Company, for one, is going to continue making cars is of the highest national importance. The recent sales figures of Standard cars, although naturally below normal, have been remarkably steady, and an additional production programme has now been sanctioned. Actually, I am told that Standard sales in the home market during the month of September were 60 per cent. of the figure for the corresponding month in 1938,

which I think is extraordinarily good in the circumstances. An analysis of the figures shows that the greatest reduction in sales has been recorded in London and the Home Counties, whereas other districts, including Scotland and the West Country, are comparatively normal. Bearing the petrol ration in mind, one's first thought would be that most of

requirements of raw materials and food—which sounds common sense to me. In this direction, too, the Standard people have some encouraging news, and I understand that there is a really brisk demand from overseas for Standards of all models. Germany, of course, used to sell a considerable number of small cars in such markets as South America and South Africa, and no doubt British cars are winning many new friends in these countries.

Meanwhile, the garage people have been hit cruelly—but unavoidably—by the rationing scheme. Not only are their petrol sales a fraction of what they used to be, but so many motorists are laying up their cars for the winter, that the repair and maintenance side of their business has dwindled away to a tragic extent. I think it is inevitable that we shall see a considerable reduction in the number of garages operating this winter, but there is no danger of motorists being unable to obtain service facilities for their cars. Morris Motors have officially announced that they will continue to service all vehicles of their manufacture to the best of their ability under existing conditions, and that full stocks of all parts for Morris cars are available and can be obtained through the medium of their distributor and dealer organisation. The Ford Company, too, tell me that they are doing everything possible to maintain an efficient parts service throughout the country.

We regret that by a typographical error in our issue of Sept. 2, the age of Admiral Sir Charles Forbes, Commander-in-Chief of the Home Fleet, was given as sixty-nine. This should, of course, have read fifty-eight, and we would offer our apologies to Sir Charles for this mis-statement.



H.R.H. THE DUKE OF CONNAUGHT INSPECTING THE MEN AND MACHINES OF A TANK TRAINING CORPS. OWING TO THE DUKE'S GREAT AGE (HE IS NEARLY NINETY) HE SAT IN HIS CAR, A ROLLS-ROYCE, DURING THE INSPECTION.

the Standards sold would be "Eights." This is not so, however, because there is a good demand for the 10-h.p. and 12-h.p. models, both of which, of course, have bigger petrol allowances to compensate for their higher horse-power.

Economist friends tell me that it is vitally important that we should maintain our export trade at the highest possible level, in order to pay for our



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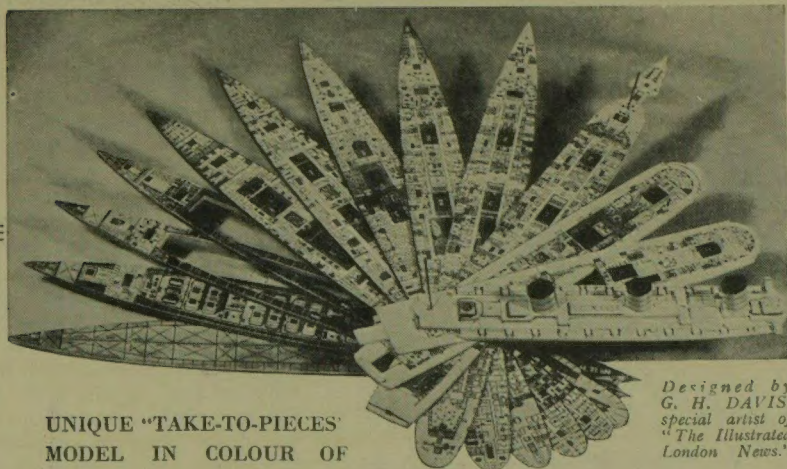
This has enabled the whole of their manufacturing resources to be devoted to Government work.

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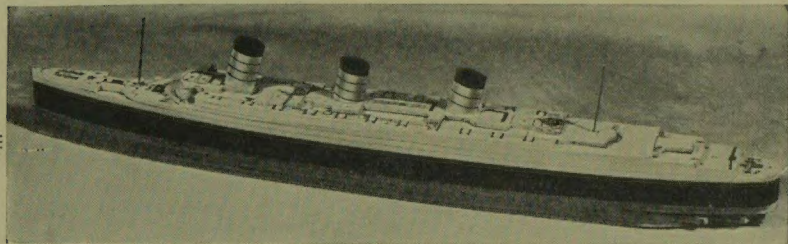
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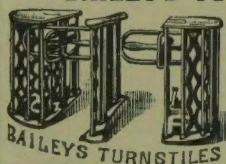
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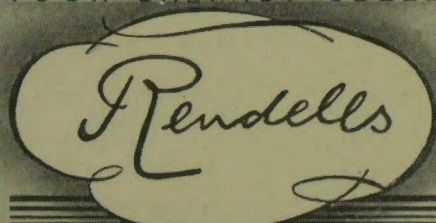
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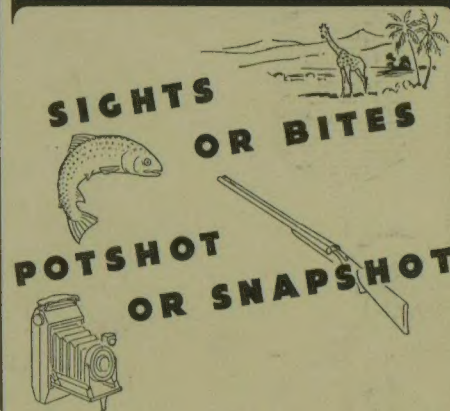
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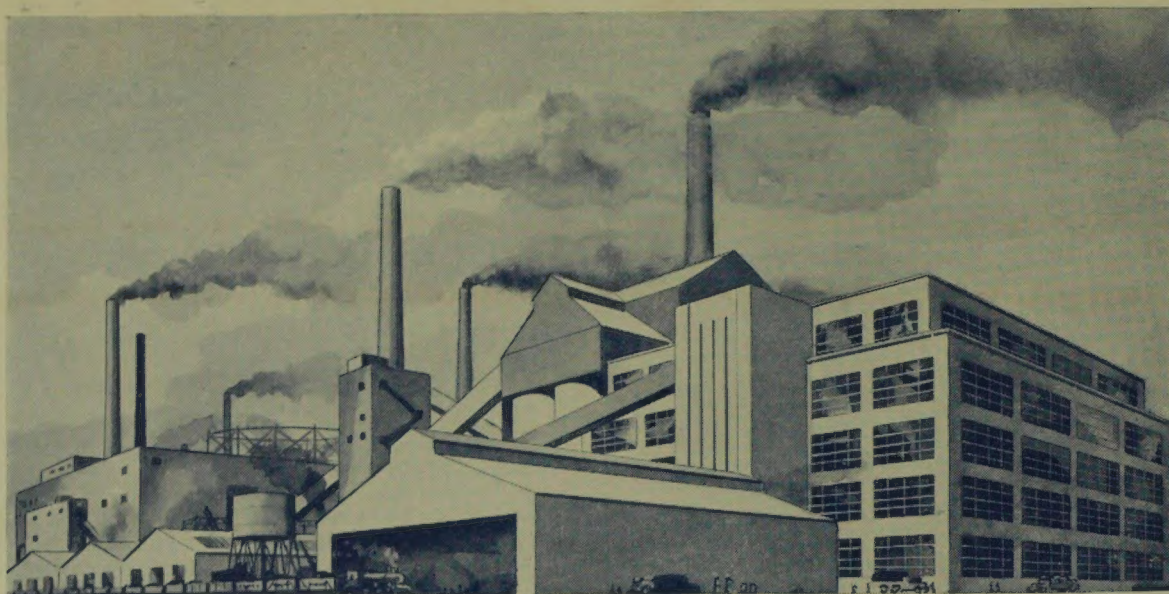
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That name—that good name—was in all probability made famous by advertising. But, alas, most company directors know what happened to advertising when the country's need came first . . . it had to be forgotten! It was

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